The Hong Kong Daily Press.

No. 5800 第五千八百號 光緒丙子年閏五月初六日 HONGKONG, TUESDAY, JUNE 27TH, 1876. 二拜禮 英六月二十七號 港香 PRICE $2½ PER MONTH.

Arrivals.

June 25, KEUNG THEP, Siamese bark, 488, N. Dührssen, Bangkok 9th June, Rice and Teakwood.—SIEMSSEN & Co.

June 25, FABIUS, Siamese ship, 635, C. F. Stolze, Bangkok 9th June, General.—KIEN TYE LOONG.

June 26, ZAMBOANGA, Spanish str., 651, M. Arechavala, Manila 22nd June, General.—REMEDIOS & Co.

June 26, BREMA, German bark, 380, K. Timpe, Saigon 18th June, Rice.—WIEGER & Co.

June 26, CHINA, German str., 648, P. H. Henningsen, Shanghai 21st June, General.—SIEMSSEN & Co.

June 26, ARIADNE, German corvette, 1,360, Kuhne, Amoy 24th June.

June 26, HERTHA, German corvette, 2,100, Thurr, Amoy 24th June.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 26TH.

San Lorenzo, Spanish brig, for Manila.
Caldew, British brig, for London.
Cotherstone, British bark, for Manila.
Fetisch, German bark, for Manila.
Kermalo, French bark, for Sual.
Namoa, British steamer, for East Coast.

Departures.

June 26, HAMMONIA, German bark, for Swatow.
June 26, EMMA, German bark, for Amoy.
June 26, CHINA, German steamer, for Canton.
June 26, NINGPO, British str., for Shanghai.

Passengers.

ARRIVED.

Per *Zamboanga*, str., from Manila:—
124 Chinese.
Per *Fabius*, from Bangkok:—
40 Chinese.
Per *China*, str., from Shanghai:—
28 Chinese.

TO DEPART.

Per *San Lorenzo*, for Manila:—
1 Cabin.
Per *Namoa*, str., for East Coast:—
100 Chinese.

Reports.

The German bark *Brema* reports left Saigon on 18th June, and had moderate monsoon and fine weather throughout.

The Siamese bark *Keung Thep* reports left Bangkok on 9th June, and had light winds throughout the passage.

The Siamese ship *Fabius* reports left Bangkok on 9th June, and had light monsoon and much rain.

The Spanish steamship *Zamboanga* reports left Manila on 22nd June, and had light winds and fine weather throughout.

The German steamship *China* reports left Shanghai on 21st June. Had the first part N. Easterly winds and steady rain; the latter part fresh S.W. monsoon and fine weather. Off Single Island, passed two German men-of-war. Passed the Chinese steamship *Fu-yew* off Breaker Point.

MANILA SHIPPING.

June— ARRIVALS.
2, Esmeralda, British str., from Amoy, &c.
2, Gara Tual, Brit. bark, from Sunderland.
3, Feragus, Spanish str., from Singapore.
9, Ned White, Brit. brig, from New Zealand.
12, Salvadora, Spanish str., from Hongkong.
13, Rasuen, Spanish steamer, from Hongkong.
15, Zamboanga, Spanish steamer, from Amoy.
May— DEPARTURES.
31, Leyte, Spanish steamer, for Singapore.
June—
6, Noemi, French bark, for London.
9, Esmeralda, Brit. str., for Hongkong, &c.
10, Pepita, Spanish bark, for Cadiz.
12, Leonor, Spanish steamer, for Hongkong.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Jacmel	Manila	April 26
Remus	Manila	April 28
Leon (s.)	Manila	April 28
Thomas Bell	Manila	April 28
William Fruing	Manila	April 29
Cicero	Iloilo	April 29
Monsoon	Hongkong	April 29
Carl Ritter	Hongkong	April 29
Stentor (s.)	China Ports	May 1

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Antipodes	Cardiff	Jan. 13
Scotia	London	Feb. 2
Mary L. Stone	Cardiff	Mch. 6
Min	London	Mch. 16
Benefactor	New York	Mch. 18
Gustav and Marie	Hamburg	Mch. 20
Hoogly	Boston, U.S.	Mch. 21
Moss Glen	London	Mch. 21
J. C. Munro	London	Mch. 23
Cilurnum	Cardiff	Mch. 23
Oregon	Cardiff	Mch. 29
Importer	Cardiff	April 13
Alice Buck	Cardiff	April 13
Golden Spur	Cardiff	April 24
Lucia	London	May 3
Joseph Haydon	Cardiff	May 4
Priam (s.)	Liverpool	May 11
Egeria (s.)	Hamburg	May 12
Ugo	Cardiff	May 30
Rosha	Anjer	—

Auction Sales To-day.

W. KERFOOT HUGHES.
At 12 noon,
The Steamer *Pawtuxet*, &c.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE—
Quarts.....$15 per case (1 dozen.)
Pints.....$16 „ „ (2 „)
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

TO SHIPPERS TO COOKTOWN.

THE Undersigned are prepared to receive CONSIGNMENTS of EASTERN PRODUCE; and, if necessary, will honor DRAFTS drawn against same for One Half the Amount.
S. BENJAMIN & Co.,
Wholesale Grocers,
Wine, Spirit, and General Merchants,
418] COOKTOWN.

STORAGE.

COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CÓSSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co
tf 419 Hongkong, January, 1867.

TO BE LET, PARTLY FURNISHED,
ROSE VILLAS WEST, BONHAM ROAD.
Apply to
SHARP & Co.,
Estate Agents, Bank Buildings.
975 Hongkong, 26th June, 1876.

TO LET,
With Immediate Possession,
THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
The HOUSE at the west end of "The Albany," recently in the occupation of the Hon. C. C. SMITH.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 12th January, 1876.

TO LET.
HOUSE No. 8, WEST TERRACE; Water laid on.
Apply to T. ALGAR,
9, Hollywood Road.
tf 607 Hongkong, 16th June, 1876.

TO LET.
THE UPPER PART of the "VICTORIA DISPENSARY."
Apply to CHAS. S. STOKES.
962 Hongkong, 23rd June, 1876.

TO LET.
TWO HOUSES, Nos. 2 and 3, LOWER MOSQUE TERRACE, from 1st June prox.
Apply to
SHARP, TOLLER, AND JOHNSON.
tf 598 Hongkong, 2nd May, 1876.

TO LET.
NO. 5, ZETLAND STREET.
No. 9, SEYMOUR TERRACE.
No. 6, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 14th June, 1876.

TO LET.
A SPACIOUS DWELLING HOUSE, No. 21, HOLLYWOOD ROAD, with Office attached. Apply to
D. E. CALDWELL.
tf 940 Hongkong, 21st June, 1876.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 29th March, 1875.

TO LET,
With Immediate Possession,
THE DWELLING HOUSE, No. 4, Alexandra Terrace.
The DWELLING HOUSE and OFFICE, No. 1, Wyndham Street.
The DWELLING HOUSE and OFFICE, No. 14, Stanley Street.
The BUNGALOW, No. 24, Gage Street.
The DWELLING HOUSE, No. 2, Gough Street; occupation from 1st June.
The DWELLING HOUSE and OFFICE, No. 6, Stanley Street.
Apply to
DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 12th June, 1876.

TO LET,
With Immediate Possession,
THE LOWER STOREY of FAIRLEA, West Point, with separate entrance, Garden, Stable, &c. Rent, $30.
SHARP, TOLLER, AND JOHNSON,
Solicitors.
932 Hongkong, 19th June, 1876.

TO BE LET,
THE HOUSE No. 15, STAUNTON STREET, at the Corner of Graham Street, containing 7 Rooms, with Coach House and Stabling. Possession can be had on the 17th March inst.
Apply to
TURNER & Co.,
41, Queen's Road.
tf 283 Hongkong, 1st March, 1876.

TO BE LET.
TWO Commodious HOUSES, in QUEEN'S ROAD EAST.
Rent, $25 per month.
Apply to PURDON & Co.,
No. 2, Queen's Road.
919 Hongkong, 17th June, 1876.

TO BE LET,
(With Immediate Possession),
THE PREMISES, No. 8, PRAYA, lately in the occupation of Messrs. GILMAN & Co. Gas and Water laid on.
Apply to GIBB, LIVINGSTON & Co.
tf 704 Hongkong, 16th May, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.
R. H. CAIRNS.
1, Club Chambers,
Hongkong, 20th April, 1876. [544

NOTICE.
I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfoo.
P. F. DA SILVA.
3m 424 Formosa, 1st April, 1875.

NOTICE.
MR. THEOPHILUS GEE LINSTEAD is authorized to SIGN our FIRM in Hongkong and Canton.
PURDON & Co.
China, 1st June, 1876. [1m 811

NOTICE.
WE have authorized Mr. L. POESNECKER to SIGN our FIRM per procuration.
ARNHOLD, KARBERG & Co.
1m 849 Hongkong, 6th June, 1876.

NOTICE.
I HAVE This Day authorized Mr. J. Y. V. SHAW to SIGN my NAME per procuration.
A. MACG. BEATON.
8 Hongkong, 1st January, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 100,000 of Dollars.

Court of Directors:—
Chairman—E. R. BELLIOS, Esq.
Deputy Chairman—AD. ANBEE, Esq.
J. F. Cordes, Esq. | A. Melver, Esq.
H. Hoppius, Esq. | S. W. Pomeroy, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 17th February, 1876.

A CARD.
J. W. TERRY, TWELVE YEARS' HEAD-MASTER of the ST. SAVIOUR'S SCHOOLS, begs to announce that he gives LESSONS in the FRENCH, SPANISH, ITALIAN, and LATIN LANGUAGES, and in ALL BRANCHES of ENGLISH. Address "J. W. T." *Daily Press* Office.
826 Hongkong, 3rd June, 1876.

Intimations.

CHINESE IMPERIAL 8 PER CENT. LOAN OF 1874.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at par, in Hongkong on the 30th of June, and in London on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31, Lombard Street, London, in the presence of GEORGE HENRY BURNETT, Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

942 BONDS, Nos.:—

4	5	10	28	30	40
48	59	60	73	74	79
81	94	100	111	116	120
121	130	135	151	152	160
161	178	180	185	192	198
201	216	219	222	226	232
243	259	260	267	268	273
289	296	300	310	313	319
325	333	334	347	352	358
366	368	375	391	397	399
410	413	414	424	425	428
442	453	459	467	469	480
489	497	500	501	508	519
528	529	538	549	550	560
566	569	571	592	597	600
603	618	619	622	636	638
652	654	659	664	676	690
684	691	693	713	715	720
729	734	738	745	752	758
761	766	774	782	784	788
801	815	819	821	826	833
841	842	847	868	871	877
882	889	893	903	912	913
923	934	938	941	953	954
961	970	978	981	988	994
1006	1011	1016	1029	1033	1046
1053	1059	1060	1064	1074	1075
1088	1093	1095	1112	1116	1120
1132	1135	1140	1150	1155	1156
1176	1177	1180	1187	1188	1192
1212	1214	1217	1230	1232	1235
1242	1244	1254	1270	1271	1279
1287	1292	1298	1302	1310	1315
1323	1331	1336	1348	1350	1353
1365	1371	1378	1383	1393	1394
1403	1404	1410	1421	1428	1436
1447	1448	1459	1463	1464	1477
1481	1482	1499	1511	1514	1519
1526	1528	1538	1542	1545	1560
1576	1578	1580	1592	1593	1594
1607	1615	1626	1631	1632	1633
1654	1657	1659	1662	1663	1664
1690	1691	1693	1701	1702	1705
1721	1731	1739	1743	1744	1755
1764	1772	1778	1783	1785	1793
1810	1813	1816	1826	1833	1838
1847	1852	1855	1865	1872	1875
1887	1890	1896	1902	1913	1916
1932	1933	1936	1948	1949	1957
1962	1963	1963	1985	1996	1999
2003	2007	2008	2021	2028	2037
2041	2057	2059	2074	2075	2079
2083	2089	2093	2106	2114	2119
2122	2129	2135	2143	2155	2156
2161	2163	2170	2194	2195	2200
2203	2206	2209	2230	2231	2240
2250	2255	2260	2269	2274	2280
2288	2297	2298	2318	2319	2320
2328	2330	2339	2353	2355	2359
2373	2375	2376	2386	2387	2399
2402	2406	2413	2429	2430	2435
2446	2451	2458	2466	2473	2480
2486	2497	2498	2507	2512	2515
2523	2532	2536	2542	2552	2555
2563	2569	2573	2581	2589	2590
2614	2615	2616	2630	2639	2640
2646	2652	2654	2664	2665	2678
2682	2684	2700	2702	2710	2716
2723	2724	2725	2741	2747	2760
2764	2763	2777	2793	2796	2800
2807	2808	2810	2821	2832	2832
2842	2847	2853	2871	2876	2877
2891	2888	2891	2908	2915	2917
2922	2932	2940	2956	2957	2959
2963	2978	2979	2985	2991	2995
3003	3013	3020	3023	3028	3038
3044	3047	3057	3066	3075	3080
3081	3090	3091	3102	3103	3108
3126	3128	3140	3155	3158	3159
3167	3179	3180	3181	3186	3200
3209	3210	3211	3214	3236	3238
3247	3248	3249	3273	3279	3280
3294	3297	3298	3303	3306	3308
3323	3328	3330	3349	3350	3360
3368	3369	3374	3381	3394	3397
3402	3406	3409	3430	3435	3436
3444	3447	3460	3461	3470	3471
3481	3487	3488	3501	3502	3512
3522	3524	3532	3548	3553	3555
3562	3564	3574	3581	3589	3600
3605	3607	3609	3627	3632	3638
3643	3649	3665	3668	3669	3677
3683	3684	3689	3701	3704	3715
3724	3729	3730	3742	3743	3747
3761	3762	3770	3789	3795	3798
3803	3808	3814	3832	3834	3839
3848	3859	3860	3864	3867	3871
3888	3895	3900	3903	3904	3905
3921	3923	3940	3946	3947	3948
3976	3979	3986	3984	3992	3999
4003	4016	4020	4024	4025	4031
4041	4051	4057	4066	4067	4075
4081	4089	4096	4101	4115	4118
4128	4129	4135	4141	4150	4151
4167	4176	4180	4188	4192	4193
4201	4208	4211	4223	4232	4233
4241	4253	4255	4268	4274	4280
4291	4292	4295	4304	4311	4312
4324	4328	4338	4341	4347	4358
4366	4376	4377	4381	4382	4396
4405	4406	4408	4438	4439	4440
4447	4448	4455	4469	4470	4471
4484	4491	4499	4502	4504	4505
4521	4527	4532	4541	4542	4557
4563	4571	4579	4581	4582	4600
4615	4616	4620	4625	4626	4630
4643	4644	4647	4662	4666	4667
4682	4683	4697	4710	4711	4720
4721	4726	4740	4745	4748	4749
4764	4770	4775	4792	4793	4800
4806	4811	4813	4834	4836	4837
4844	4846	4857	4869	4870	4875
4895	4898	4900	4906	4907	4913
4929	4934	4936	4942	4948	4959
4970	4971	4973	4985	4987	4993
5004	5007	5013	5025	5027	5029
5051	5055	5059	5065	5066	5079
5085	5088	5094	5113	5114	5115
5129	5133	5135	5141	5145	5148
5175	5176	5179	5184	5185	5196
5205	5210	5212	5229	5231	5232
5241	5251	5255	5274	5278	5280
5291	5295	5299	5305	5314	5319
5321	5324	5335	5345	5350	5353
5368	5373	5377	5395	5399	5400
5408	5412	5416	5423	5436	5440
5448	5452	5459	5466	5473	5479
5485	5486	5500	5505	5509	5520
5521	5532	5533	5541	5542	5558
5562	5570	5578	5583	5588	5589
5607	5608	5615	5627	5629	5634
5648	5655	5656	5663	5664	5669
5689	5694	5700	5701	5703	5707
5727	5728	5738	5741	5757	5758
5761	5762	5763	5786	5792	5794
5805	5806	5813	5824	5834	5835
5847	5848	5860	5863	5875	5878
5884	5885	5886	5904	5907	5909
5930	5936	5939	5945	5948	5949
5962	5963	5964	5982	5984	5985
6013	6014	6016	6021	6026	6027
6042	6048	6049	6062	6068	6078
6090	6091	6100	6107	6114	6119
6123	6124	6125	6142	6144	6145
6168	6174	6180	6181	6185	6191
6211	6219	6220	6230	6232	6234
6250	6251	6252	6265	6274	6276

FOR £100 STERLING EACH. £94,200.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
GEO. H. BURNETT,
Accountant.

London, 27th April, 1876.
Countersigned,
W. W. VENN, JUNIOR,
Notary Public,
2, Pope's Head Alley, Cornhill, E.C.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on account of whom it may concern,
THIS DAY,
the 27th June, 1876, at Noon, at his Office, Marine House, Queen's Road,—
The Steamer
"PAWTUXET,"
of Boston, Massachusetts, 230 tons registered burden, with a Battery consisting of
2 Brass 24lb. Howitzers.
2 20lb. Rifled Parrotts.
1 30lb. Rifled Parrotts.
Sundry Shot and Shell for above Battery.
The above Vessel was purchased of the United States Government, and is Registered at Boston. Register No. 177, dated 16th September, 1857.
TERMS OF SALE—One half of the purchase money to be paid on the fall of the hammer, and the balance on completion of transfer, the expenses of which to be paid by the purchaser. All Lots with all faults and errors of description to be at purchaser's risk on the fall of the hammer.
For further Particulars apply to the United States Consulate at Hongkong; the Trustees of the Estate of AUGUSTINE HEARD & Co., Queen's Road; or to the Undersigned, where inventories may be seen.
W. KERFOOT HUGHES,
Auctioneer.
896 Hongkong, 14th June, 1876.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from the Executors of the late Captain L. YOUNG to Sell by Public Auction,
TO-MORROW,
the 28th June, 1876, at 2 o'clock P.M., at No. 4, Peel Street,—
Sundry HOUSEHOLD FURNITURE, consisting of Damask-Covered CHAIRS and COUCHES, Centre TABLES, ENGRAVINGS, Gas LAMPS, Side TABLES, SIDEBOARD, WHATNOTS, CROCKERY and GLASSWARE, IRON and BRASS BEDSTEADS, WARDROBES, Toilet GLASSES, Dressing TABLES,
&c., &c., &c.
Also,
A Full-sized THURSTON'S BILLIARD TABLE, with Balls and Cues, &c.
Catalogues will be issued, and the Furniture will be on view the day previous to the Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
954 Hongkong, 22nd June, 1876.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, in their Sale Room, Praya, on
THURSDAY,
the 29th June, 1876, at 2 o'clock P.M., ex Steamship *Kwangtung*.
For account of the concerned.—
Ship BELLS, 2 Brass BINNACLES, Ship's CHRONOMETER, by Poole, BAROMETER, CLOCK, Snider RIFLES, REVOLVERS, COMPASS, AZIMUTH CIRCLE, CROCKERY and PLATED WARE, BED LINEN, Feather PILLOWS, &c., &c.
Also,
Copper PIPES, Brass STANCHIONS.
1 Life BOAT. LANTERNS.
14 Lengths 1½in. Chain CABLE.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
982 Hongkong, 27th June, 1876.

FURNITURE SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at the Residence of F. DORABJEE, Esq., No. 42, Hollywood Road, on
SATURDAY,
the 1st July, 1876, at Noon,—
His HOUSEHOLD FURNITURE, comprising:—
Covered CHAIRS, COUCHES, TABLES, MIRRORS, PICTURES, GASALIERS, Iron BEDSTEADS, WARDROBES, WASHSTANDS, CROCKERY and GLASSWARE, &c., &c.
Also,
Two Self-Acting ORGANS.
1 HARMONIUM.
OFFICE FURNITURE.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
968 Hongkong, 27th June, 1876.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on
SATURDAY,
the 1st day of July, 1876, at 2 P.M., on board, by Order of the Spanish Consul, for account of the concerned,—
The Spanish Brig
"DORA,"
of 322 tons, or thereabouts, as she now lies in this Harbour.
Further Particulars or Inventory may be obtained on application at the Spanish Consulate or to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer. The Vessel to be at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
972 Hongkong, 24th June, 1876.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, unless previously disposed of by Private Contract:—
The MACHINERY, TOOLS, and STOCK-IN-TRADE
of the East Point Foundry, formerly in the occupation of Mr. SAMUEL EASTON, on the PREMISES, on
TUESDAY,
the 11th July, 1876, at Noon,—
The Machinery, the most of which is of the best description, includes STEAM ENGINE and BOILER, SHAFTING and GEARING, LATHES, SHAPING MACHINE, ROLLERS, PUNCHING and SHEARING MACHINE, STEAM HAMMER, CUPOLAS, VERTICALS, SCREWING MACHINE, &c., &c.
The TOOLS consist of a large collection for the use of Engineers, Turners, Boilermakers, and Smiths.
Also,
THREE STEAM LAUNCHES
of the following description and dimensions:—
COMPOSITE.
46ft. long, 8½ft. beam, 6ft. deep, new.
WOODEN.
36ft. long, 6½ft. beam, 3½ft. deep, 1 year old.
IRON.
37ft. long, 7ft. beam, 5ft. deep, 4 years old.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
971 Hongkong, 24th June, 1876.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

FOR the Convenience of Travellers, the Steamer *POWAN* will leave Hongkong at Noon on SATURDAYS, and Macao at 7 A.M. on MONDAYS, commencing TO-MORROW, the 17th instant. On other days the hour of departure from both places will be 9 A.M.
By Order,
P. A. DA COSTA,
Secretary.
911 Hongkong, 16th June, 1876.

Intimations.

NOTICE.

WITH a view to the Immediate Reduction of the Large and Valuable
STOCK of JEWELLERY, WATCHES and CLOCKS,
SILVER and ELECTRO-PLATED WARE,
MUSICAL BOXES, &c., &c., &c.,
of the late
MR. G. B. FALCONER,
the Administratrix to the Estate has resolved that it shall be placed at the disposal of Purchasers at Prices
CONSIDERABLY UNDER THE ORIGINAL COST.
The Stock, which is well known to be the Largest and most Complete in the East, or out of London, has been all selected from London and other Manufacturers of the highest eminence for quality, exquisite finish, and artistic designs, so that probably no such opportunity can present itself again to buyers of selecting from a Stock so Magnificent with such inducements.
The Stock will be open for Inspection at the Greatly Reduced Prices on and after MONDAY, the 22nd instant.
G. FALCONER & Co.
Queen's Road, Hongkong,
May 19th, 1876. [724

FOR SALE.

THE HOUSES, Nos. 1, 3, 5, 7, 9, and 11, MOSQUE STREET, and Nos. 1 and 3, MOSQUE JUNCTION.
Crown Rent $7.28 a year. Monthly Rentals $110. Taxes are payable by the tenants. Price for the lot, $6,000 Nett.
Apply to
J. D. HUMPHREYS,
Hongkong Dispensary.
14d 920 Hongkong, 17th June, 1876.

FOR SALE.

THE UNDERMENTIONED LAND and BUILDINGS.

AT HONGKONG:—
INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs. A. HEARD & Co., adjoining the Cathedral Compound.
The Ground below the masonry retaining wall of the above abutting on the Queen's Road.
Annual Crown Rent, $390.48.
MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.
Annual Crown Rent, $324.

AT YOKOHAMA:—
Lots No. 6 and No. 27 in the Foreign Settlement.
No. 6 is situated on the Bund, and comprises an Eight-roomed Dwelling House, detached, with Garden all round. Offices, Godowns, Servants' Quarters, and Outhouses. Area 1,064 Tsubos of 36 square feet.
Annual Ground Rent, $263.79.
No. 27 is separated from No. 6 by Water Street, and comprises large Tea Firing and other Godowns, Floss Silk Press, Compradore's Quarters, Stabling, and Fire Engine House. Area, 554 Tsubos.
Ground Rent, $154.97 per Annum.

AT KOBE:—
The Property situated on the Bund, lately known as Messrs. A. HEARD & Co.'s, consisting of Offices, Dwelling House, One Two-storied Stone Godown, Two Tea-firing Godowns (One Wooden), &c.
Area about 597 Tsubos.

AT SHANGHAI:—
The Property situated on the Bund, and bounded—South by the Nanking Road, and North by Messrs. GIBB, LIVINGSTON & Co.'s Lot; consisting of Offices, Two Dwelling Houses, Six Godowns, Silk Room, Shipping Office, &c., and known as the KING KEE HONG.
Total area Mow 9.9.3.7, or square feet 65,587.

AT FOOCHOW:—
The Property situated on the South Bank of the Min, lately known as Messrs. A. HEARD & Co.'s, consisting of Dwelling House, Offices, extensive Godowns, Tea-packing Sheds, &c.
Area 49,720 square feet.
Applications for Purchase, or further Information, to be made to
J. WHITTALL,
T. G. LINSTEAD,
Trustees A. Heard & Co.'s Estate,
23, Queen's Road, Hongkong.
142 Hongkong, 29th May, 1876.

GRAND HOTEL,
No. 20, THE BUND, YOKOHAMA,
AFFORDS EVERY FACILITY FOR VISITORS,
Including Ladies' Dining and Sitting Rooms, Private Dining Rooms, &c., &c.
EXCURSIONISTS INTO THE COUNTRY
Furnished with all Information, Guides, and Provisions.
BILLIARD SALOON ATTACHED TO THE HOTEL.
6m 851 Yokohama, June 1st, 1876.

OCCIDENTAL HOTEL,
MONTGOMERY ST., SAN FRANCISCO, CAL.
Having become associated in the management of this Hotel, I beg to inform the public that it has been re-painted and generally re-furnished, together with other changes, adding greatly to the comfort of its guests, and now possesses all the modern appointments of a First-class Hotel. The Hotel contains 400 Rooms, its cuisine is unsurpassed, and the Management intend that it shall be second to no Hotel in the city of San Francisco.
3m 460] CHAS. L. WETHERBEE.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at HALF-PAST SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
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THE GREAT NORTHERN TELEGRAPH COMPANY.

FROM and after this date, the RATE for MESSAGES between this and Gutzlaff is REDUCED from $4 to $2 for 20 words. Arrangements may be made for reporting by wire any Signals hoisted by Vessels passing.
GEORGE J. HELLAND,
Head Office, General Agent.
Shanghai, 26th May, 1876. [1m 840

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.,
Fresh Supply of FRENCH BOOTS received by each French Mail.
44, QUEEN'S ROAD, HONGKONG.

A FRENCH CLASS for YOUNG GENTLEMEN, on Tuesdays, Thursdays, and Saturdays, from 8.30 to 9.30 P.M.; also an ENGLISH CLASS on Mondays, Wednesdays, and Fridays, at the same hour. Private Lessons given.
J. M. HANLON,
Victoria Boys' School,
5, Hollywood Road.
6m 334]

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1875. Price Ten Dollars. Apply at the *Daily Press* Office.
Hongkong, March, 1876.

Intimations.

FOR SALE:
EX RECENT ARRIVALS.
NEW BOOKS, WORKS of REFERENCE, NOVELS, SCHOOL BOOKS,
PRESENTATION BOOKS, and MUSIC BOOKS.
DAWSON'S LONDON-MADE BOOTS and VIENNA BOOTS; large assortment.
DIN

NOW ON SALE:

THE CHRONICLE AND DIRECTORY FOR 1876,

With which is incorporated

"THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK,

also of

THE VARIOUS HOUSE FLAGS (Designed expressly for this Work,)

MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA;

ALSO, THE,

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE and DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

*** The Complete Directories, at $5, are all sold, but a few of the Smaller Edition at $3, are still on hand.

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NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS, By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS, PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

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NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

827 HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, JUNE 27TH, 1876.

We again draw attention to the condition of one of the most important branches of the Government service—the Interpreting department. Its importance has always been admitted both by the community generally and the Government in particular. If proof of the fact were needed it would be easy to adduce it. Indeed, a personal attendance at the Supreme Court on Court days would be sufficient to convince any one in doubt upon this subject. With the design of providing for the honest and efficient working of the department, a number of student interpreters have been brought out from England at considerable expense, and, it is to be presumed, have become proficients in the native tongue. But unfortunately this wise provision has not been carried out. Where are the English interpreters? Not in the Courts, certainly. Some of them are, it may be freely admitted, filling positions where their knowledge of Chinese is equally useful, but this is not the case with all. Supposing that it were, however, the fact would still remain that the interpreting had been neglected. It is not too much to say that the arrangements at the present moment are most deficient, and reflect much discredit on the Government and those having any control over the matter. The interpreting in the Supreme Court is conducted in a n loose and most unsatisfactory manner. There is neither a Hakka nor a Chin-chew interpreter in the service, and the assistance of any outsiders who happen to speak those dialects has to be invoked frequently, or else the evidence has to be filtered down through two or three mediums, and those not always—from lack of knowledge on their part—of the most reliable character. In some cases a Chinese policeman is the conduct pipe; in others the Interpreter of the Court has to get through with the evidence the best way he can. Now, considering that imperfect interpretation may lead to a denial of justice, may, in short, be the means of seriously wronging innocent men, or, going to the furthest extreme, of hanging them, it is obvious that the utmost care should be taken to provide every facility for parties both to render themselves intelligible and to gain an accurate knowledge of what is transpiring in Court. In order that this may be done it is necessary that qualified and responsible English interpreters should be employed. The Colony should be able, certainly, to look to its judges for protection in this matter, and for a complete reform in the system of interpreting. It has, through nobody's fault in particular and everybody's in general, been allowed to dwindle into an insignificant and neglected branch of the service. While, however, the lives, liberties, and rights of the QUEEN's subjects depend upon the correctness with which evidence in their cases is translated, the interpretation should be one of the prime cares of the Government and its judges. The Colony has paid well for capable interpretation, and it has a right to look for better results than those before us. It is more than time that a reform was initiated. The matter would not prove very difficult. Let there be a chief of the department who should have nothing else to attend to, and whose duty it would be to be always present, or be adequately represented, in Court, to exercise a check upon the interpreting. He should devote himself to the perfecting of the interpreting arrangements, and exercise a general supervision over the department. Good salaries should be paid to efficient men, for it must be remembered that the responsibility of the work is really only inferior to that of the judge, and the credit of these important and honourable positions should be kept up. This matter calls for the most earnest attention of the Government, and is one that will not bear shelving. It is something like the Rules and Orders: it has been neglected long enough, and has for years been the subject of well-founded complaint among all those who have business in the Court.

THE reason for Sir THOMAS WADE's visit to Shanghai is sufficiently obvious, though not formally stated. He has gone to that port with the intention of meeting Mr. GROSVENOR and his colleagues—who are now probably on their way up from Singapore—in order to receive their report. At Shanghai he will be in telegraphic communication with Lord DERBY, and will be able to save much time in this way. A great deal depends upon Mr. GROSVENOR's report. The British Minister is reported to be far from satisfied with the attitude taken up by the Chinese Government in the matter, and if the inquiry in Yunnan has been unsatisfactory he will no doubt present a fresh and peremptory ultimatum. It is very possible that pressure will have to be put on the authorities at Peking before full satisfaction for the Yunnan outrage can be obtained. The affair, which has now been pending twelve months, will, however, soon be settled. We can only hope that the final solution will be at once pacific and satisfactory.

The steamship *Peshawur*, with the next English mail, left Singapore for Hongkong at 10 a.m. on Sunday.

A private telegram was received in Shanghai (says the *N. C. Daily News*) announcing the arrival of Mr. Grosvenor and his colleagues at Singapore. It is probable, therefore that they will be on board the incoming French mail.

The new steamer *Han Kwang*, which passed through this port on her way to Shanghai and arrived at that port on the 19th instant, was, says the *N. C. Daily News*, built at Greenock for Mr. H. Sc Bidwell, but intended for the China Merchant Steam Navigation Company. She is brigantine rigged, and equal in size to any of the vessels now owned by the Company.

In the Supreme Court yesterday it was decided that the trial of Messrs. Duncan and Rozario shall commence on Monday next. His Lordship said that personally he would prefer that it should commence on Friday in order that they might have more time, as he had to go away. Mr. Kingsmill said it was no use beating about the bush—he could not be ready on Friday, as he had not yet seen the informations, but he would do his best to be ready for Monday. His Lordship said they would have to sit till ten o'clock every night then, if necessary, till it was settled.

POLICE INTELLIGENCE

26th June.

BEFORE THE HON. C. MAY.

DESTROYING SHRUBS.

Leung Achap, a watchman, was caught by P.C. 575 up a rose-apple-tree near the Parade Ground, from which he broke off a large branch. He was fined $2.

AN OLD OFFENDER.

Li Aming, an old offender, was found by P.C. 670, roving about the streets last night without light or pass. He was convicted of being a rogue and vagabond and sent to three months' hard labour.

STEALING A CLOCK.

Li Asing, a gardener, was seen by P.C. 183 running past the Yow-mah-tee Police Station with something under his arm. He stopped him and it proved to be a clock, which he acknowledged to the constable he had stolen from his late employer's house. The charge was proved, and the prisoner was sent to one months' hard labour.

A BLACK EYE.

William Stokes, the chief officer of the British ship *Kate Thatham*, was charged with entering a house of ill-fame and giving the mistress a black eye.

The prisoner, who said he was drunk and knew nothing about it, was fined $5, in default three days' imprisonment.

DRUNKENNESS.

George Peterson, a seaman on the American ship *Como*, fined 50 cents for drunkenness.

UNLAWFUL POSSESSION.

Ng Asun and Ng Akin, two stone cutters, were fined $2 each for the unlawful possession of a quantity of lead and iron flanges which they were offering for sale.

BEFORE JAMES RUSSELL, ESQ.

THREATENING TO KILL.

The remanded case in which Chan Achan, late servant to Lieutenant Hinde, of the 28th Regiment, was charged with threatening Chan Aying's life, came on again. The prosecutor said he was still in bodily fear that the prisoner would carry out his threat. He would ask that the prisoner be called on to give security to the court that his life may be secure.

Mr. Russell told prisoner he would have to find security in two sureties of $50 each for six months to keep the peace.

BREAKING AN ARM.

The remanded case, in which Kwok Aon and six others were charged with assaulting Chan Ahe, came on again, but as the injured man could not leave the Hospital the case was further remanded until the 29th instant.

BEFORE JAMES RUSSELL, ESQ., AND THE HON. C. MAY.

SALE OF WOMEN.

The remanded case, in which Chan Chea Mui, a window, was charged with selling the complainant Wong Choi Tai, a married woman, came on again.

A bill of sale for $40 was found on the prisoner and produced, and witnesses were called showing that the prisoner admitted she had sold the prosecutrix for that sum and had received a part of the money in advance from two women who had bought her.

The prisoner denied the charge and said the prosecutrix, her daughter-in-law, wanted to run away and live with another man, and she only threatened she would sell her.

The prisoner was sent to four months' hard labour.

THREATENING TO SHOOT.

The remanded case, in which Indian Police constable No. 599, was charged by P.C. Frazar, in charge Hung Hum Station, at Kowloon, with threatening to shoot him, came on again.

Mr. Holmes appeared for the prisoner, and asked, as the case was one of breach of police discipline, that it be sent back to Mr. Deane to be settled by him.

Mr. Russell asked whether it was the wish of Mr. Deane.

Mr. Holmes said that Mr. Deane had expressed an opinion to the effect that the case was one he could deal with.

Mr. Russell said Mr. Deane had sent it up to Court, and a certain amount of allegations in evidence had been made by P.C. Frazar which he considered it more suitable for the Court to finish.

Mr. Holmes said when Mr. Deane sent the case up he considered it to be more serious than it had turned out to be.

Mr. Russell said he considered that this Court, which had higher powers than the Police Superintendents' Court, was the right place for a case of this description to be tried in, and as it had gone so far he preferred finishing it.

Mr. Holmes then asked for the case to be adjourned to a later part of the day that he might be more fully instructed.

The case was accordingly adjourned, and came on again at 12 o'clock.

Chinese constable No. 220, recalled, said he had been stationed at Hung Hum since the 22nd instant, Chinese constable No. 195 was there before him. There was no station coolie or servant of any kind. He cooked for P.C. Frazar, who gave him his food free for cooking for him. He undertook to do it for him for that consideration. He slept in a small side room. At the time that the prisoner returned he tried to come in at the back door, and it being fastened he came round to the front where P.C. Frazar was sitting in a chair at the door outside the verandah. He (witness) had been to Hongkong during the day and returned at 3 p.m. The prisoner was there when Frazar sent him to see about the boat reported lost. He returned at a quarter to 8 o'clock. When the prisoner went out he could not say if he had a staff, but on his return he saw he had one. Frazar said something to him, and the prisoner lifted up his staff to strike him. Frazar caught his hand and took the staff from him. The prisoner being let go, he rushed up to the rifle stand and seized the first rifle and suddenly faced Frazar and placed the rifle in position. He and Frazar rushed at him; he snatched the rifle and Frazar thrust the prisoner on to a bed and held him down by the arms and told him to put the handcuffs on him. He did so. The other two Indians at the station did nothing, but they advised Frazar not to lock up the prisoner, and tried to hush it up. Frazar and he (witness) then marched the prisoner off to the Yow-mah-tee Police Station.

P.C. Frazar, re-called, and cross-examined by Mr. Holmes, said on his return he asked if all was right, and at once he missed the prisoner and asked for him. He sat down in front of the station and at 9.10 p.m. saw some one come up from the village and go round to the back of the station. It was the prisoner, who, finding he could not get in that way, came to the front. He did not push the prisoner. The prisoner taunted him, so that he simply placed his hand on his shoulder and said go to bed and be ready for duty at 10 o'clock. The prisoner then turned round on him and held up the staff to strike him. He seized him, placed him on the bed, and took the staff from him. He then let him go. The prisoner then seized a rifle. He seized the prisoner and took the rifle from him. He never seized the prisoner before. He did not then seize the prisoner by the throat. The other two constables did not ask him not to kill the prisoner by throttling him. When he reported him in May last for being absent from the station he did not seize the prisoner by the throat. On the 23rd, when he held the prisoner on the bed to put the irons on, the other two constables tried to persuade him not to report the prisoner.

After some other evidence and remarks by Mr. Holmes, the prisoner was discharged.

SUPREME COURT.

June 26th.

CRIMINAL SESSIONS.

BEFORE THE CHIEF JUSTICE SIR JOHN SMALE.

THE EXPLOSION ON THE "KINSHAN."

C. Y. Lang and Jesse Harrold, the first and second engineers of the *Kinshan*, were indicted for having caused the death of Wong Achow, a passenger on the steamer, on the 6th May last.

The Attorney-General prosecuted; and Mr. Kingsmill, instructed by Mr. Brereton, defended.

A special jury was empanelled, composed of Messrs. S. E. Burrows, C. M. Kerr, T. Jackson, J. T. G. Hassell, E. Tobin, A. G. Romano, and M. G. de Rozario.

His Lordship said he thought the prisoners might be allowed to sit down. When men had been on bail they were often allowed to sit beside their counsel.

The Attorney-General said he had no objection.

Mr. Kingsmill—I am very much obliged to your Lordship. I could not ask it myself, but—

His Lordship—I never do anything to oblige any one. I only do my duty, and I think it my duty in this case that the prisoners should be treated with all the courtesy the Court can show them. I think, therefore, they may sit by your side and instruct you, unless the Attorney-General has any special objections which I shall be glad to hear. It so happens that we all sometimes commit acts contrary to law by negligence, but it does not follow that we are morally culpable.

The prisoners then left the dock and took seats by their counsel.

The Attorney-General, in stating the case, said—It is now my duty to open to you the facts in a case which must be especially painful to the two men sitting in front of you, in that it is my duty to charge them with having caused the death of a passenger on board the *Kinshan* steamer by culpable neglect of their duty. The law requires from the carriers of passengers not that absolute guarantee for the safety of their ships that it requires from carriers of goods, but it requires that the passengers shall be carried in a ship or carriage that, as far as human foresight can go, is free from defects. But also, gentlemen, I am bound to tell you that in inquiring into the questions of defects in machinery or land carriage the case shapes itself very differently in an action for damages for injuries sustained from what it does in such a case as the present where the charge is one of manslaughter; for it is sufficient to show in the case of an action for injuries that the defect existed and that it was possible by human foresight to have detected it, and, secondly, to have guarded against it. But as regards a case of manslaughter, it is necessary the prosecution should go further. They should say not only that the defect existed, not only that it was possible for that defect to have been remedied, but that the person charged with manslaughter ought to have known of its existence and that he did an act of culpable negligence in not discovering it and having it remedied. The distinction, he ween, murder and manslaughter in such cases is briefly this—that where death is caused by an accident of which some person is conscious, the man would be guilty of murder. For instance, if a man knowing that a steam engine was defective should use that engine in a way which he must have known would cause death, the person guilty of such an act as that would in all probability have to stand his trial for murder. But if he did not know it, but ought to have known it, and was guilty of neglect of duty in not ascertaining it, he is guilty of manslaughter, and of course it is on the latter ground we are here to-day. Now, the facts of this case as regards the actual occurrence are very short. On the morning in question, the 6th May, the steamer *Kinshan* left the wharf as usual at eight o'clock. About twenty minutes past eight, when they were some short distance from here, the explosion took place. There was a great rush of steam, and for a time nothing could be seen. At the time of the explosion the deceased man was seated, with a friend of his, in his usual health, intending to go to Canton. After the explosion he was never more seen alive; but as soon as the steam cleared off he was found lying down a hatch, about three feet below the deck where he had been seated, stone dead, and his face and other parts of his body scalded in a way sufficient to account for death. The first question would be, did the explosion cause the death of that man? Upon the evidence I think you will be satisfied you can only attribute his death to the explosion. Probably it may be told you that his death was caused by his fall down the hatch, but if he fell down in consequence of the accident it was no less the result of this unfortunate explosion. The part of machinery which gave way was one of the plates of the superheater. As I understand it, the superheater is the upper part of the boiler and forms the lower part of the funnel. The steam passes into the outer casing and the smoke and flame into the inner, the result being that the steam is acted upon by this heat going up the funnel, and then from this casing the steam passes on to the machinery at work. It was the upper plate of this double casing that gave way on this occasion, and fortunately for all on board it was the inner plate and not the outer plate which gave way. If the defect had been in the outer plate and the steam had run out from there probably the result would have been far more serious to the passengers and the safety of the ship. It was from this particular plate that the steam escaped and blinded everybody, and caused the death of this unfortunate man. If the engineers of that ship had known the state of that plate, reduced as it was to a very thin sheet of iron, and they had applied to it a power of steam which it was unequal to bear, they would have been directly responsible for the death of any person, and the case would have been one rather of murder than manslaughter. But it is now a question whether they ought not one or both of them to have known the state, or approximately known the state of that plate, and have reported it to their superiors. If you think they ought to have known, and were guilty of negligence in not knowing it, they are, as far as you are concerned, guilty of the charge laid against them. Now the plate was originally of the thickness of five-sixteenths of an inch; not a very thick plate under any circumstances, and by wear—it had been in use about three years—it had already some few months before this occurrence been found so far weakened that it was thought necessary to apply a patch on the inner side of the plate, but the subsequent effect of using this plate was to reduce the greater part of the whole sheet to a thickness of about an eighth of an inch, and the pressure of steam, which appears to have been about 25lb. to the square inch, was more apparently than the plate could bear, and the result was this accident. It is, of course, of the utmost importance to the whole public that the conductors of passenger steamers should exercise proper care over the lives and well-being of the passengers whom they carry, and therefore let us look at the whole circumstances connected with the occupation of this steamer and to the occupation on that particular day, in order to form a correct opinion as to the duty of the prisoners before you. Now, I say, a plate which is known to have been weakened in the manner said would be certainly more carefully examined than one which is supposed to be thoroughly sound throughout. The *Kinshan* runs every week-day between here and Canton, and it appears the only opportunity of examining her is during the few hours the boiler is cool on Sunday. It is the duty of the engineers to inspect their machinery and boilers on Sunday. I shall take care to ask witnesses what length of time that would occupy. I shall ask them whether they believe a plate in the condition this was could have escaped detection at the hands of a competent person making proper examination. If, as I am told, and expect to be told in evidence, a plate in this state could not have escaped detection if a proper examination had been made, then it will be the question whether these men were competent persons and whether it was the duty of either of them to make such an examination as would have disclosed this defect. It appears that part of the duty of engineers is to enter in a record the amount of pressure, the number of revolutions, and the length of time occupied in the voyages. Some months ago, the exact date of which we will fix, another steamer in competition with the *Kinshan* began to run, and, as I am instructed, from the day that steamer was put on, the pressure of steam, and, consequently the wear and tear of the machinery, was increased by order of the superintendent of the company. And we shall find that on one day in March last the amount of pressure was very materially reduced. On the 27th March the average pressure up to Canton was reduced from 25lb. to 16lb. On the return voyage it was raised again and subsequently continued at 25lb. to 26lb. to the square inch. We find that on the day the pressure was reduced the *Ichang* got first to Canton. So, gentlemen, there is this very vital fact in the case, that, without saying the steamers were actually racing, it was the duty—it was expected—from the officers of the *Kinshan*—that they should beat the *Ichang* if they could do so. I only mention this to show, with increased pressure upon their machinery, how still more necessary it was that the most careful examination should be made of the state of the machinery. I have mentioned in March, because at that date the prisoner Harrold, who is the second engineer of the ship, was acting as first, and on the 27th April he handed the post of first engineer back to the prisoner Lang, who had been away on leave. Mr. Lang took over the engines, and made an examination of them for about six hours. After that date he became more directly responsible for the engines, and the second engineer more directly responsible for the boilers; it, of course, being the duty of the first engineer to see that his subordinate did his work properly. Such being the case, it seems that the state of this plate passed unnoticed. I don't suggest that either of the prisoners knew the state it was in, for I apprehend none of the witnesses, or the defendants themselves, would say a plate of that kind was safe with a pressure of 25lb. to the square inch. Probably their own presence in the engine room was sufficient to show they did not know the state of affairs. I think the question will be narrowed down to this—if either of them had made a proper examination could they have failed to detect that defect? If so, how comes it that they did not know the state of the boilers? Then the question comes—did they make such an examination of the state of affairs as they ought to have made? That is the question which will be presented to you. Now, we shall hear from the superintendent of the company in what way these men were employed and what was their duty in inspecting the machinery. It was the duty of the second to examine his boilers whenever they were cool enough to examine them, and to report any defect at once, and then if it was such a defect as could not be remedied during the short time the steamer was in harbour she would have to be thrown out of work. There is another fact I have to lay before you, from which you may judge how carelessly these things were done. After the explosion the steamer was put in dock, and it was then found the other plate was in almost the same state as this one. We shall hear from the witnesses in what state they were, whether there was any reason to prevent a thorough examination, and if not you may come to a conclusion as to the amount of examination made of them. These are the facts, and I will now call the evidence before you, and then, under the direction of the learned judge, leave the case in your hands, satisfied that whatever decision you come to it will be your honest conviction; and the interests of the public as well as the prisoners are safe in your hands.

Lo Ayow, who was a passenger on the *Kinshan* on the day of the accident, gave evidence as to being with the deceased man before the explosion and afterwards finding him dead down the hatch.

Dr. Wharry spoke to seeing the body, and said in his opinion the cause of death was the shock caused by the scalding.

Captain Sands, Superintendent of the Hongkong, Canton, and Macao Steamboat Company, said Lang had been chief engineer in the employ of the company from the time of its formation. Some time last year he went away on leave and returned in April last. Harrold acted in his place while he was away, and he also had been in the service of the company since its formation, which was in October, 1865. During part of the time Lang was absent Mr. Mombert, now on the *Powan*, was second engineer. The *Kinshan* was an American built steamer with a walking beam engine, and was put up at Whampoa. The main deck was entirely covered, and to get from it to the promenade deck there were two gangways aft and one forward. When the explosion took place the steam and smoke would come down from the chimney through the superheater into the fire-room, then it would be distributed fore and aft through the whole of the vessel. The drawing produced was the plan upon which the boilers were constructed. Witness examined the boiler on the 7th. It was all in position when he saw it. The upper plate inside the superheater was fractured. The superheater has an inner and an outer casing; the smoke and flame passes up the inside and is surrounded by a volume of steam. It was the inner casing that gave way. The plate had been in position since the construction of the boiler, about three years before the explosion. Witness was by profession an engineer. The superheater was more subject to wear and tear than any other part of the boiler. The average life of a boiler was about ten years. The duration of the superheater depended upon the action of steam upon it. The steam wastes the iron away, sometimes in ridges and sometimes in holes. It has various actions and sometimes takes one form and sometimes another. He had no doubt the plate produced was the one which exploded. When it was in position it was curved and had a fracture about a foot long diagonally. It was flattened out in order to get the measurement for a new plate. The piece which had been broken out was one eight of an inch in thickness. Its original thickness had been three eights. This plate was fractured at a pressure of 25 lbs. If witness had known the state of the plate he would not have considered it safe to use it at that pressure. The state of the plate could be ascertained by examination, by sounding with a hammer. The sound would show about the thickness of the iron. It was the duty of the engineers to examine the boilers. As a rule men in their position know their duties and responsibilities. There were only two engineers on the *Kinshan*. On such a ship the chief engineer has entire control of the department, and is responsible for the working of the engine and boiler, and has to examine every part. In this company it was usual to do so from Sunday to Sunday. The second engineer looks more particularly after the boilers. He goes inside on Sunday, and sounds with a hammer or piece of iron. If he sees anything calling extra attention he calls the chief engineer to it. Witness was every day on the wharf or on the steamer before it departed. If a defect were discovered and the chief engineer considered it very serious he would report it to witness, but if unimportant there would be no report, but he would be told either before or after a patch had been put on. He had no particular remembrance of a patch being put on the plate which was fractured. There was a patch on, just below where the crack was. The plate was of the same shape as the patch produced before it was hammered out. The patch covered the seam of the plate in question and the one below, and was put on to strengthen the juncture of the two plates. There was no real fracture there but the iron had eaten away the metal. The fracture occurred about eight or ten inches from the edge of the patch. The thickness of the plate under the patch was scarcely an eighth of an inch in thickness. The presence of a patch on a plate would increase deterioration a little, but it depended altogether on how the iron is put on and whether water can lodge behind it. Witness was not aware of this particular plate having been mentioned to him, or of any special report having been made to him showing that the superheater was in any way dangerous. The engineers might have reported that they were going to put on a patch at this particular part.

His Lordship—Is this the hap-hazard way in which things are conducted in a large company like this?

Witness—If there is anything serious a special report is made in writing to the office by the captain and engineer. I had no such report in reference to this superheater. The captain has no responsibility in reference to the boilers. Witness usually gave directions as to the amount of pressure to be applied to the boilers. It was by his directions that the steamer was carrying a pressure of 25lb. He would not have given those directions if he had known of the state of this plate. He was not aware of the iron being so thin in that locality. By boring a hole it would have been possible to get at the exact thickness. Boilers are usually examined by hammering. If the sound were uncertain it would be the duty of the engineer to bore a hole through it. It is the special duty of the assistant engineer to make the examination. In witness's opinion a proper examination if made on the previous Sunday would have disclosed the state the plate was in, but a man might have sounded it and to his ear it might have sounded all right.

His Lordship—He must have a skilled ear.

Witness—The man has to go up eighteen feet in the dark, lit only with a lamp, and he may have sounded that particular part or not. It would be impossible to go over the whole at once. The examinations are made from Sunday to Sunday, and the repairs are also made from Sunday to Sunday. The boilers are cooled off on Saturday night. The men usually go in at eight. They can sometimes go in at six or seven. To make a thorough examination of those boilers would take two days.

His Lordship—Then the public are to go on your steamers hap-hazard for want of that proper examination; that is what you tell me.

Witness—Hydraulic pressure is the only absolutely safe test. That is only applied when the boiler is new or the steamer laid up. The *Kinshan* has been running steady for three years.

The Attorney-General put a question as to the state in which the other superheater was found when the steamer went into dock.

Mr. Kingsmill objected to the question, and said it did not affect this superheater.

His Lordship said it was only inference.

The Attorney-General withdrew the question.

His Lordship said he was certainly surprised at the risks people had to run on these steamers.

Witness—The *Ichang* commenced to run about eight months ago. The pressure of steam was then increased by my order. We had been running before at a pressure of between 21lb. and 22lb. It was afterwards increased to 25lb.

The engineers' log-book was produced, and witness identified Harrold's signature.

His Lordship said he noticed that the average pressure only was given, and asked if it was possible to get the maximum.

Witness could not give the maximum, but said it could not rise above a certain point. Several enteries in the log-book were then read giving the average pressure on particular days which varied from 18lb. to 25lb. On one day it was given as 16lb., and there was a note opposite to the effect that the steamer had been beaten by the *Ichang*. Witness, continuing, said Mr. Lang's name first appeared on the 17th April, the day he resumed his duties. He would have no opportunity of examining the boilers until the following Sunday. After that he told witness he had looked through them, and they appeared to be in good working order. They could beat the *Ichang* on a pressure of 20lb. Capt. Cary was in command of the *Kinshan* on the day of the explosion. He was now on his way to America, having gone home on a medical certificate. He gave evidence before the magistrate. Mr. Morton was the chief officer.

His Lordship said the Court was treated very discourteously, a person going away without communicating with the Court. It would be necessary to teach people their duty.

Captain Cary was called, but not answering, his Lordship ordered his recognizances to be forfeited. Whatever excuses there might be would be a matter for the Government.

The Attorney-General said the man had not gone away without communicating with the Crown Solicitor.

His Lordship said if that was so he had no doubt the Government would not let him suffer.

Dr. Young was then called and proved the illness of Dr. Cary, and that he had advised him to go home. He believed he had obtained his leave of absence before the accident.

His Lordship commented upon the fact of Cary having given his bond to appear at the trial without ever mentioning that he was going away and so misleading the magistrate and preventing other witnesses being called.

Captain Sands was then cross-examined by Mr. Kingsmill. He gave both prisoners an excellent character, and said he had never any occasion to complain of the manner in which either performed his duties. The space in which the man would have to go to examine the the superheater was from sixteen to eighteen inches in diameter and the height was 18ft. 6in. The fibre of iron sometimes differed between skin and skin and therefore it might happen that when the outer fibre was eaten away the action of the steam came to play upon a different kind of fibre. As soon as the outer skin is broken the iron may be of imperfect manufacture, of loose grain or flaky, and then the deterioration would be much more rapid. When he used the word "responsible" in his examination, he meant responsible to his employers. Sunday was the only day the boilers could be examined. He had known prisoners go in at eight in the morning, and come out at eight or nine in the evening, being engaged the whole of those long hours in examining the boilers. He had known them go in as early as four o'clock and work until late in the afternoon. In sounding a plate, men might differ in their judgments; one might say it was good for six weeks, another that he would put a patch on next week. The boilers were surveyed for the purposes of insurance about three months ago by Mr. Green, the Superintendent of the P. & O. Company. He passed them. One part of the plate produced was very good; the other part had worn away very rapidly. That might be owing to a latent defect. If there were such a defect deterioration would proceed very rapidly.

In re-examination Capt. Sands said he could not now discover any imperfection in the plate. The greater part of the deterioration had taken place since the patch was put on. A stop-valve was put in about a third down the boiler, and in all reason there ought to have been from its position an equal action on the plate and no accident.

By the Court—Mr. Lang had only two Sundays in which to make an examination before the explosion. He had been in the boilers on each occasion, but witness could not say for how long. It would take two days of twenty-four hours each to make a thorough examination. There had been no such examination made since Mr. Lang's return. The engineers reported that the boilers were in good condition, and witness accepted that. If either of them had struck this plate the Sunday before they must have known it was in a bad condition. They told witness the boilers were in good condition. There are printed regulations of the Company defining the position of captain and engineer. Witness did not think any had been issued very lately. The officers were aware of the regulations. He thought defendants knew of them. If they did not know the regulations it would be witness's fault. The engineer would decide upon such a patch as the one in question without reporting it to witness and on the extent of it.

The log-book was put in, the Attorney-General saying there was a note on one day that the *Ichang* beat them, and since then the pressure had been 25lb.

The depositions of Captain Cary were then read.

Mr. Robb, Inspector of Machinery at the Naval Yard, next gave evidence as to the nature of the shooting. He was not cross-examined by Mr. Kingsmill.

After the testimony of a Chinaman as to the nature of the accident,

The Court adjourned till Tuesday (this) morning, at ten o'clock.

MYSTERIOUS AFFAIR IN THE HARBOUR.

An inquest was held at the Magistracy yesterday afternoon, by J. Russell, Esq., on the body of the Chinaman found floating in the harbour on Sunday.

P.C. Barker said he saw the body floating against the bows of the French steamer *Tanais*. He was ordered by Inspector Grimes to go for it with a boat. It was that of a Chinese male. He had it taken to the Market Wharf, where it was identified by a person who said he was the father of deceased. It was also identified by two other men who represented themselves as firemen on the *Tanais*. He took the body to the Government Hospital, and brought the persons who identified it to the Central Station. He there learned that the name of deceased was Chung Atung, and that he had been a punkah-coolie on the *Tanais*. He took the men to the Police Chop and fetched them ashore that morning. When he was towing the body he saw the queue was twisted round the neck, and there was a piece of rope attached to it. There was a piece of cord like a punkah rope round the body. There were no clothes on it. There were two marks, one on the upper right arm, and one below the right collar bone, like the stabs of a knife. When they lifted the body up these wounds began to bleed.

Dr. Wharry said he had examined the body that morning. It was quite naked. There was a white cord round the waist, apparently the string of his trousers. The body appeared to have been dead three or four days, and was in an advanced state of decomposition. There were several rents in different parts of the body. The queue was torn off with the skin being so much decomposed, and was not visible without moving the body. It was impossible to say what was the cause of death. The marks spoken of by the constable were simply caused by decomposition, the skin bursting by pressure of the gasses underneath.

Chong Asow, a fireman on board the Messageries steamer *Tanais*, identified the body as that of Chung Atung, a clansman of witness's. He was employed as punkah coolie in the second saloon. He had been there about nine months. The steamer arrived on Tuesday last about eight o'clock, from Japan. He last saw deceased alive between four and five o'clock on the afternoon of the same day. He was then sitting in his cabin. Witness asked him if he would go ashore, and he said, by and bye. Witness went ashore about half-past five, and returned at half-past five on the following morning. He was told a watch was lost by one of the passengers. The gunner searched the rooms. Witness afterwards overheard the gunner say he had found the watch in the second saloon, and that deceased had stolen it. He did not see deceased, but the gunner said he was in the second-class saloon and he wanted to look him up. That was at half-past seven. It was to the head oilman the gunner spoke, and he spoke in French.

The Coroner wished the witness to repeat in French what was said, but the witness could not get beyond "le petit punkah-boy a second." He said he understood French better than he spoke it.

Witness, continuing, said the following morning he heard a conversation between the signalman, the doctor's boy, and the quartermaster. This was about six o'clock. The doctor's boy told witness the boatswain had caught the boy at nine o'clock the previous night. He said he tied him up with a rope on the forecastle, and at three o'clock that morning had pushed him overboard. That was said in French.

The Coroner here again tried to make the witness repeat the French words which he said he understood. After some difficulty the following was taken down: "Hier soir le mat a marrt le petit punkah-boy sur le coque, et à trois heures ce matin il s'a (?) sauté a la mer." The signalman told him the same thing. Witness told most of the Chinese on board the ship. He had not seen deceased since until he saw the body. Deceased could not swim.

Chong Tai Ng, another fireman on the *Tanais*, also a clansman of deceased, said he last saw him alive about half-past five on the morning of Wednesday last. At that time he was putting water in the cabin. About six o'clock the gunner came looking for him. He said a passenger had lost a watch and said Atung had stolen it. The gunner opened deceased's chest. The watch was not there. After searching the quarters he went to look for deceased, but could not find him. Witness was afterwards told the watch was found in the second-class saloon, and the person who lost it got it back. Witness heard the fourth engineer tell the chief fireman, who was a Chinese, the punkah boy was found and tied up in the forecastle. That was a little past nine on Wednesday night. The head fireman told witness to go and look at him. He went, but was turned back by the boatswain and did not see the boy. No Chinese saw him tied up, and witness did not know whether he was tied up or not, further than he was told. Next morning the doctor's boy asked witness if he had seen deceased swim ashore, as he had been thrown overboard at three o'clock by the boatswain. He spoke Chinese. Witness was sure the body he had seen was that of his friend. He sent word to deceased's father about it. The father lived at Kwonghong. The signalman also spoke to witness, in French which he understood to mean that the boatswain had thrown him overboard.

Captain Deane said he had made a report of the case to the Government, and any further information would have to come through them, as the police had no power to make inquiries on these steamers.

The Coroner said the *Tanais* was a French mail steamer, and instructions had come to treat these steamers as if they were men-of-war. Consequently they were out of the jurisdiction of the legal courts of this colony, and no summons that could be issued, unless backed by the French consul, would be attended to. And even if it were proved murder had been committed on the steamer the consul himself would not have the power to hand anyone over, and it would be a matter of State. But if they got notice they might be able to attend and explain matters to avoid difficulties in the future. As the evidence stood it would seem that the boy was thrown overboard. That was hardly likely, but it was only fair to let the people on the steamer have an opportunity of negativing any statements made, if they could, and they might be able to prove that the boy jumped overboard, which certainly seemed the most probable theory. It was very improbable any seaman would do such a thing as this. It seemed very probable this man was tied up for having committed a larceny, because there was the rope on the queue, indicating some detention, and it was possible that by cutting the rope or biting it through he might have got the means of escape, and in trying to get down the side of the ship into a sampan or something of that kind, he might have been drowned.

Captain Deane said he had made a full statement of the case to the Government, including the statements of the men, almost precisely the same as now given, but there had not yet been time to receive a reply.

The Coroner said the ordinary course would be to refer the matter to the Consul, and let them send somebody to the inquiry or make any explanation they might think fit or necessary. He was sure they would give the Court

managed to sustain the fearful pressure of water brought against it, only a portion of the parapet having been washed away. The bridge —which, as your readers are aware, is about one quarter of a mile long by fourteen feet wide, and rests upon forty solid stone buttresses, —is said to have been built in the Sung Dynasty, about the year 1000 A.D. at a cost of five millions of dollars, and the superstitious character which Chinese are fond of ascribing to its origin and erection will gain fresh strength from this latest proof of its solidity, whilst a fresh title to the fanciful name it bears has now been acquired.

For hundreds of families, Saturday night must have been a fearful one. Many boats with their living inmates are supposed to have been driven from their moorings, and in the height of the flood carried beyond the hope of rescue by the force of the torrent until they were dashed against the bridge or some other obstacle, and so perished. How many of the immense boat-population, and of the people in charge of cargo-boats, have lost their lives in this way will propably never be known.

On shore the misery has been still greater, as it has been more wide-spread. The country on Sunday morning looked like one vast lake, and not only are all the young rice crops in the fertile valleys which surround Foochow destroyed, but the houses in those localities have either fallen in, or been swept bodily away, or are more than half submerged, and the fate of the inhabitants in many cases is, alas! too certain, as is proved by the many dead bodies, sometimes in groups of families, that have been seen floating down from the upper part of the river.

Some wonderful escapes must be chronicled. A large wardrobe was observed floating down with the *débris* of a household, and from the open door a human hand was seen waving for assistance. Fortunately the piece of furniture was not in the very centre of the current, so that a sampan was enabled to go without much risk to the rescue, and a poor woman half-dead with fear and immersion was taken from the wardrobe and brought safely to the shore; had the wardrobe been carried as far as the bridge certain death would of course have overtaken her. At another part of the river a tub was brought to the shore, and in it were found two little shivering children having attached to them a notice, hurriedly written, setting forth the whereabouts of their former home, and requesting those who might discover them to send the children back. On Sunday afternoon many people noticed a native house containing a number of people floating down, and a man on the top wringing his hands in agony; no help could be extended to them on account of the force of the stream, and it was with terrible suspense the spectators awaited the impending tragedy at the bridge to which the house was being hurried. Just, however, as the house reached the top of Tung-chien it was borne by a sudden turn of the current towards a tree which projects considerably from the top of the island, and in an instant the man who was on the roof flung himself into the branches of the tree, and was saved; whilst the house with the remaining victims was borne swiftly on the bridge when it was dashed to pieces and nothing was seen of the unhappy inmates.

In the island called Chung Chieu (Middle Island) much distress must have occurred. From the hill sides of the foreign settlement the inhabitants of the island could be seen on Sunday and yesterday congregated on the roofs of their houses, the water having apparently reached even the upper apartments, and as no provision can have been made for such a sudden calamity, and as articles of food have been largely destroyed, it is believed that the pange of hunger are added to the sufferings of the poor people, and some charitable natives have already organised measures for their relief.

The damage to foreign buildings has been comparatively small. One godown, fortunately without much merchandise in it, and a foreign-built house need by Chinese have fallen, boundary walls have been washed down, gardens have been destroyed, and some tea waiting for shipment has been here and there slightly damaged; but the more solid construction of their houses has secured foreigners from any very serious calamity. Of course the residences of the great majority of the Europeans being on 'the hill' have entirely escaped from any injury. The godowns of Hop Chune, and Tung Hing, two of the leading Chinese tea-men here, are said to have been destroyed together with a very large quantity of tea that was stored in them; and when the damage to houses and property in the city, and the loss of large boats with their cargoes *en route* from the tea districts, and the destruction of crops, are taken into consideration, Chinamen do not hesitate to estimate the entire loss at millions of dollars.

At Pagoda Anchorage the force of the current was so great that several of the tea steamers dragged their anchors, and got up steam in case of accident, and one steamer lost an anchor and about thirty fathoms of chain, and was obliged to drop below the shipping.

To-day, Tuesday, the flood is abating; sampans no longer ply for hire, as they did yesterday, between the corner of Gilman and Co.'s compound on the side of the hill and the bund, the lower roads and streets are once more appearing, and as the sky is clear and the sun is shining, hopes are entertained that the worst is over, and that in a few days the river will once more return to its normal state.

Thursday, 15th June.

During the last two days the weather has been fine, and the floods may now be said to be at an end; the appearance of all the valleys in the neighbourhood is sad in the extreme, ruins are seen on every side, and the plains which last week were clad in a mantle of most lovely green are now one mass of mud and rotting vegetation. Although no reliable information has yet been received with regard to the extent of the damage done by the inundation, and rumours which bear the stamp of exaggeration upon them abound, still it is a fact that even in our immediate neighbourhood hundreds of poor families are now destitute, and hundreds, some say thousands, of lives have been lost. Business is now partly restored and communication with the city is once more established. It is said that the energetic Governor Tingspent three days and three nights upon the city walls aiding the distressed, and repressing plunder; seventeen looters had their heads struck off by this stern official, and the city magistrate himself was ordered out to execution for lexity in supplying the people's wants and was only saved by the earnest supplications of the other mandarins. If Ting be sincere in his care for the poor sufferers he will find other and more humane means of exhibiting his zeal. The homeless are crying for shelter, the starving for food, and the orphans for protection; in fact confusion and misery, such as we foreigners cannot realize, are on every side, and the sorrow and suffering which have lately visited the 'Banyon City' and its neighbourhood will probably be felt whilst the present generation endures.—*Shanghai Courier* Correspondent.

COMMERCIAL INTELLIGENCE.

OPIUM.

MONDAY, 26th June.

Sales of the day in Bengal drug have been confined to New Patna at $585 to $586½. In Malwa nothing further reported.

EXCHANGE.

ON LONDON,—
Bank Bills, on demand..... 3/8¼
Bank Bills, at 30 days' sight. 3/9¼
Bank Bills, at 6 months' sight 3/10¼
Credits, at 6 months' sight... 3/10¼
Documentary—Bills, at 6 months' sight..... 3/10½
ON BOMBAY,—Bank, sight..... 231
ON CALCUTTA.—Bank, sight..... 231
ON SHANGHAI.—
Bank, sight..... 73½
Private, 30 days' sight..... 74½

SHARES.

Hongkong and Shanghai Bank Shares—4 per cent. premium.
Union Insurance Society of Canton—$650 per share.
China Traders' Insurance Company's Shares—$1,675 per share.
China and Japan Marine Insurance—Tls. 34 per share.
Chinese Insurance Company.—$215 per share.
Hongkong Fire Insurance Company's Shares—$525 per share.
China Fire Insurance Company's Shares—$154 per share.
Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—12 per cent. discount.
Shanghai Steam Navigation Company—Tls. 65 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per share.
Chinese Imperial Loan—£162.

SALES ON JUNE 26TH, AS REPORTED BY CHINESE.

Saigon Rice—2,000 piculs, at $1.55, by Chun Cheong Wing to local trader.

Camphor—400 piculs, at $15.40, by Yuen On Tye to foreign trader.

Green Peas—1,000 piculs, at $2.45, by Hing Tye Chan to local trader.

Vermicelli—50 packages, at $8.50, by Kwong Sing Tye to travelling trader.

Gentian—5 packages, at $44.00, by Kwong Fook Wo to travelling trader.

Stockfish—2 bundles, at $6.00, by Kwong Fook Wo to travelling trader.

Mushrooms—10 cases, at $55.00, by Kwong Fook Wo to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER AND CO.'S REGISTER.)

JUNE 26TH.

Barometer—9 A.M.	29.670
Barometer—1 P.M.	29.818
Barometer—4 P.M.	29.775
Thermometer—9 A.M.	86½
Thermometer—1 P.M.	89½
Thermometer—4 P.M.	90
Thermometer—9 A.M. (Wet bulb)	83
Thermometer—1 P.M. (Wet bulb)	84
Thermometer—4 P.M. (Wet bulb)	83½
Thermometer—Maximum	90½
Thermometer—Minimum (for night)	85

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

JUNE 27TH.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Nagasaki. Previous day at 4 P.M.	Nagasaki. On date at 10 A.M.
Barometer	29.85	29.87	29.68	29.49	29.95	29.98	29.95	29.88
Thermometer attached	82.0	83.0	—	—	72.0	71.0	78.9	74.7
Direction of Wind	SW	SW	S	N.E.	NE	ENE	SSW	N
Force	4	4	4	3	3	4	4	4
Dry Thermometer	89.0	88.0	86.0	83.0	73.0	71.0	75.2	69.4
Wet Thermometer	81.0	81.5	81.0	78.0	69.0	65.0	71.2	67.3
Weather	b.c.	b.c.	b.c.	o.c.	c.b.	o.c.	b.c.	b.c.
Hours' Rain	—	1	—	—	—	—	—	—
Quantity fallen	—	0.04	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points, N., N.N.E., N.E., etc.

FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky, *C.* Cloudy, *D.* Drizzly, *F.* Fog, *G.* Foggy, *H.* Hail, *L.* Lightning, *M.* Misty, *O.* Overcast, *P.* Passing showers, *Q.* Squally, *R.* Rainy, *S.* Snow, *T.* Thunder, *U.* Sad, threatening, *V.* Visibility, *W.* Storm, *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens, and hundreds.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/₀ allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/₀ allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong 26th July, 1872.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHARLES H. MORGAN, Agent.

1y 931 Hongkong, 19th June, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/₀) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

tf 1780 *Hongkong*, 27th March, 1876.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/₀) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1935 Hongkong, 26th August, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at $8 per ton, ex Godown. Small Takasima Coal, $6 per ton, ex Godown.

Apply to

T. G. GLOVER.

No. 7, Queen's Road, and at East Point.

694 Hongkong, 15th May, 1876.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

YEE SUNG & Co.,
COAL MERCHANTS,

Have always on hand LARGE STOCKS of every description of COAL.

Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.

643 Hongkong, 9th May, 1876.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON *via* SUEZ CANAL	Deucalion (str.)			Butterfield & Swire	On or about 30th inst.
Do.	Flamingo (str.)	Couche		Jardine, Matheson & Co.	Quick despatch.
Do.	Commissary	Hunter	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Onward	T. Stimson	Hongkong	Meyer & Co.	Quick despatch.
NEW YORK	Charles C. Leary	N. Stilphen	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sophie	Jones	Hongkong	Olyphant & Co.	Quick despatch.
Do.	Montego	Griffiths	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO *via* YOKOHAMA	Belgic (str.)		Hongkong	O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	China (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
Do.	Philip Fitzpatrick	Wm. Phelan	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Vindex	Parkhouse	Hongkong	Russell & Co.	Quick despatch.
SINGAPORE AND LONDON	Benledi (str.)	Buchanan	Hongkong	Jardine, Matheson & Co.	To-morrow, at noon.
Do. BOMBAY, &c.	Thibet (str.)	Eastley		P. & O. S. N. Co.	On 1st prox., at noon.
BOMBAY, *via* SINGAPORE	Orissa (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SAIGON	Pardo (str.)		Hongkong	Socy Shing	To-morrow, at noon.
Do. SINGAPORE, &c.	Pei-ho (str.)	Lecointre		Messageries Maritimes	On 8th prox., at noon.
MANILA	Teresa	José M. Cabada	Hongkong	Siemssen & Co.	Quick despatch.
YOKOHAMA	Tanais (str.)	Reynier	Hongkong	Messageries Maritimes	Quick despatch.
Do.	Sunda (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Djemnah (str.)	Holland		Messageries Maritimes	Quick despatch.
Do.	Peshawur (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Priam (str.)			Butterfield & Swire	On or about 30th inst.
SWATOW, AMOY & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-day, at noon.
AMOY	Zamboanga (str.)	Arechavala	Hongkong	Remedios & Co.	To-day, at 5 P.M.

For Sale.

SAYLE & CO.

OUR SUMMER STOCK IS NOW COMPLETE.

We beg to call special attention to OUR SHOW-ROOM and LADIES' OUTFITTING DEPARTMENTS —

NEW DRESSES in
SATIN STRIPED POPLINS.
FIGURED POPLINS.
PLAIN POPLINS.
FANCY GRENADINES.
BLACK GRENADINES.
FANCY GAUZES.
BLACK GAUZES.

A Nice Assortment of FANCY SILKS.

The Leather make of JAPANESE SILKS.

STERLING BLACK SILKS.

NIAGARA STRIPED MUSLINS.

WHITE BRILLIANTES.

FANCY MUSLINS in great variety.

FRENCH PRINTED CAMBRICS.

WHITE and COLORED BATISTES.

We are offering a Lot of JAPANESE SILKS, excellent quality, at 65 Cents per yard, worth $1.00.

Also,

A Lot of LACE GOODS, at less than half price.

Made-up COSTUMES, suitable for warm temperature.

MORNING WRAPPERS.

EMBROIDERED SKIRTS.

PARISIAN MILLINERY, TRIMMED HATS, and BONNETS, in every style and price.

Ladies' and Children's UNDERCLOTHING.

NEW RIBBONS and TRIMMING SILKS.

FEATHERS and FLOWERS.

Our DRESSMAKING DEPARTMENT is under the supervision of a Court Dressmaker. SATISFACTION GUARANTEED.

Ladies' and Children's BOOTS, SHOES, and SLIPPERS.

HABERDASHERY of every description.

Sole Agents for the Little Wanzer SEWING MACHINE.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE,

WM. CHILLINGWORTH & SON'S Crown SHERRIES and PORTS.
R. P. ATKINS & Co.'s PORT.
BASS'S ALE, in Quarts and Pints.
WM. YOUNGER & Co.'s Edinburgh STRONG ALE, in Hogsheads.

W. H. NOTLEY.

1m 866 Hongkong, 9th June, 1876.

DELICIOUS GINGER BRANDY,
$4 per Dozen.
SPIRITS of WINE, for Lamps,
$3 per Dozen.

Apply to the HONGKONG DISTILLERY Co.

1209 Hongkong, 6th August, 1875.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration: Shalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

MACEWEN, FRICKEL & Co. have for Sale,

EX LATE ARRIVALS —

SUPERIOR DANISH BUTTER, in 1lb. and 2lb. Tins.
CHEDDAR CHEESE.
CUTTING PACKING Co.'s FRUITS, in Syrup.
QUEEN'S OLIVES.
HENTLEY AND PALMER'S BISCUITS.
SCOTCH OATMEAL, specially prepared.
FRESH HOMINY and CORN MEAL.
MARASCHINO and CURAÇAO.
COURVOISIER'S BRANDY.
KRUG'S CHAMPAGNE.
CHERRY BRANDY.
BREAKFAST and DINNER CLARET.
HENNESSY'S 1, 2, and 3 STAR.
OLD PORT.
DINNER SHERRY.
SCOTCH and IRISH WHISKIES.
DRAUGHT ALE, in Kilderkins.
DRAUGHT ALE, in 10 Gallon Jars.
TURKEY FIGS.
MUSCATEL RAISINS.
TABLE CUTLERY, from ROGERS and SONS.
ELECTRO-PLATED WARE.
DINNER SERVICES, complete.
HUBRUCH'S PAINTS and OILS.
CRANE'S PATENT CYLINDER OIL.
COLZA OIL.
ENGINEER'S BRASS FITTINGS.
BOILER IRON and TUBES.
MANILA CORDAGE.
MANILA CIGARS.
CUMSHAW TEA.
DE LA RUE & Co.'s STATIONERY.
AMERICAN HAMS.
GOLDEN GATE BAKER'S FLOUR.
FINEST GROUND COFFEE, in 1lb. and 2lb. Tins.

14 Hongkong, 16th June, 1876.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE. "WEISSLACK"

$19.....per case of 2 dozen pints.
$13.....per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869. "VIN DES PRINCES."

$18.....per case of 1 dozen quarts.

CHATEAU BELAIR.

$9.....per case of 1 dozen quarts.

LORMONT.

$5.....per case of 1 dozen quarts.
$6.....per case of 2 dozen pints.

SIEMSSEN & Co.

592 Hongkong, 1st May, 1876.

ED. CHASTEL,
WINE MERCHANT,

Has just landed an assortment of Superior WINES:—

CLARETS.

Table Claret, Medoc	at	$3.00 per 1 doz.
St. Emilion (quarts)	at	$4.00 per 1 doz.
St. Emilion (pints)	at	$4.50 per 2 doz.
St. Estèphe (quarts)	at	$6.00 per 1 doz.
Chateau Leoville (quarts)	at	$8.00 per 1 doz.
Chateau Lafite (quarts)	at	$10.00 per 1 doz.
Chateau Margaux (quarts)	at	$10.00 per 1 doz.

WHITE WINES.

Haut Sauterne (quarts)	at	$7.50 per 1 doz.
Chablis (quarts)	at	$7.50 per 1 doz.
Chablis (pints)	at	$8.50 per 2 doz.
Hochheimer (quarts)	at	$9.00 per 1 doz.
Burgundy (quarts)	at	$17.00 per 1 doz.
Burgundy (pints)	at	$18.00 per 2 doz.

CHAMPAGNE.

De St. Marceaux & Cie's Carte Blanche (pints)	at	$15.00 per 2 doz.
Eugène Cliquot (quarts)	at	$16.00.
Eugène Cliquot (pints)	at	$17.00.

Courvoisier, Curlier Frères COGNAC, &c., &c., &c.

No. 2, WYNDHAM STREET,
Corner Queen's Road,
Opposite the Hongkong Club.

Hongkong, 27th April, 1876. [563

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE TOURISTS' GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

BONITO, Ger. bk., Wesenberg.—Siemssen & Co.
CHARLIE PALMER, Brit. bk., Mackintosh.—Chinese.
COMMISSARY, Brit. sh., Hunter.—Vogel, Hagedorn & Co.
CORINNE, Brit. bk., Gorman.—Wieler & Co.
CROCUS, Brit. str., Joy.—Jardine, Matheson & Co.
FORMOSA, Ger. 3-m. sch., Schwar.—Melchers & Co.
HAMMONIAS Ger. bk., Weller.—Siemssen & Co.
KRONPRINDSESSEN, Dan. bk., Hansen.—Ed. Schellhass & Co.
LORD OF THE ISLES, Brit. 3-m. sch., Watt.—Vogel, Hagedorn & Co.
MARIA, Brit. sch., Hoyle.—Turner & Co.
MIKADO, Brit. 4-m. str., Moore.—Gilman & Co.
MISS KILMANSEGG, Brit. brig, Finlayson.—Jardine, Matheson & Co.
ONWARD, Brit. bk., Stimson.—Meyer & Co.
PERNAMBUCO, Brit. str., Hyde.—Landstein & Co.
REBECCA, Ger. bk., Bundgaard.—W. Pustan & Co.
ROB ROY, Brit. bk., Brown.—Russell & Co.
SAN LORENZO, Span. bg., Picó.—Remedios & Co.
SCOTLAND, Am. sch., Holcomb.—Frazer & Co.
SOPHIE, Brit. bk., Jones.—Norton & Co.
SYRINGA, Brit. 3-m. sch., Partridge.—Siemssen & Co.
THINGVALLA, Dan. str., Monrier.—Wm. Pustan & Co.
VESTA, Ger. bk., Dirks.—Melchers & Co.
VILLA DE RIVADAVIA, Span. bg., Camus.—Brandao & Co.
ZAMBOANGA, Span. str., Arechavala.—Remedios & Co.
ZOROYA, Brit. bk., Scarlett.—Gilman & Co.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"NAMOA,"

Captain Westoby, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

967 Hongkong, 24th June, 1876.

FOR SAIGON.

THE Steamship

"PARDO"

will leave for the above Port TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to

SOEY SHING,
Bonham Strand.

84 946 Hongkong, 21st June, 1876.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship

"PRIAM"

will be despatched on or about the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

968 Hongkong, 24th June, 1876.

FOR LONDON.

THE Steamship

"FLAMINGO,"

Captain Couche, expected from Shanghai on or about the 30th instant, will receive immediate despatch as above.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

956 Hongkong, 23rd June, 1876.

STEAM TO BOMBAY, *viâ* SINGAPORE.

THE P. & O. S. N. Co.'s Steamship

"ORISSA"

will leave for the above place with quick despatch.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 23rd June, 1876. [965

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Captain Reynier, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX,
Acting Agent.

957 Hongkong, 23rd June, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"DJEMNAH,"

Captain Rolland, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Acting Agent.

958 Hongkong, 23rd June, 1876.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

will leave for the above place shortly after the arrival of the Steamship *Peshawur* with the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 23rd June, 1876. [959

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 23rd June, 1876. [960

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *viâ* SUEZ CANAL.

THE Company's Steamship

"DEUCALION"

will be despatched on or about the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

936 Hongkong, 20th June, 1876.

FOR MANILA.

THE Spanish Bark

"TERESA,"

José M. Cabada, Master, will have quick despatch as above.

For Freight and Passage, apply to

SIEMSSEN & Co.,
Agents.

tf 969 Hongkong, 24th June, 1876.

FOR NEW YORK.

THE A1 British Bark

"MONTEGO,"

Griffiths, Master, with the greater portion of her Cargo engaged, will load here and at Whampoa for the above Port.

For Freight, apply to

RUSSELL & Co.

973 Hongkong, 24th June, 1876.

FOR LONDON.

THE A1 British Clipper Bark

"ONWARD,"

T. Stimson, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to

MEYER & Co.

tf 908 Hongkong, 15th June, 1876.

FOR NEW YORK.

THE A1 British Barque

"SOPHIE,"

Captain Jones, having the greater portion of her Cargo engaged, will load here and at Whampoa, and have quick despatch.

For Freight, apply to

OLIPHANT & Co.

1m 867 Hongkong, 13th June, 1876.

FOR MELBOURNE AND SYDNEY.

THE A1 British Barque

"VINDEX,"

Captain Parkhouse, with a large portion of her Cargo engaged, will have quick despatch as above.

For Freight, apply to

RUSSELL & Co.

1m 824 Hongkong, 3rd June, 1876.

Vessels on the Berth.

FOR SAN FRANCISCO.
(To follow the *American Lloyds.*)

THE 3/3 L.I. American Bark

"PHILIP FITZPATRICK,"

Wm. Phelan, Master, will have immediate despatch as above. For Freight, apply to

VOGEL, HAGEDORN & Co.,

974 Hongkong, 24th June, 1876.

FOR NEW YORK.

THE A1 American Bark

"CHARLES C. LEARY,"

N. Stilphen, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 823 Hongkong, 3rd June, 1876.

FOR LONDON.

THE A1 British Clipper Ship

"COMMISSARY,"

Captain Hunter, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

730 Hongkong, 30th May, 1876.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*THIBET*," Captain EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 1st July, at Noon.

Cargo will be received on board until 5 P.M. Specie and Parcels at the office until 2 P.M. on 30th instant.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 22nd June, 1876.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 1st July, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya Central.

G. B. EMORY,
Agent.

Hongkong, 1st June, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

BOMBAY, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 8th July, 1876, at Noon, the Company's Steamship "*PEIHO*," Commandant LECOINTRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 7th July, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, 26th June, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA* will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 15th July, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are iss

Extracts.

AFTER THE IRISH SONG, "I ONCE LOVED A BOY."

(PETRIE'S COLLECTION.)

I once loved a boy and a bould Irish boy,
Far away in the hills of the West;
Oh, the love of that boy was my jewel of joy,
And I built him a bower in my breast.—
In my breast,
And I built him a bower in my breast.

I once loved a boy, and I trusted him true,
And I built him a bower in my breast;
But away, *Wirrasthrue!* the rover he flew,
And robbed my poor heart of its rest,—
Of its rest,
And robbed my poor heart of its rest.

The Spring-time returns, and the sweet, speckled thrush
Murmurs soft to his mate in her nest;
But forever there's fallen a sorrowful hush,
O'er the bower that I built in my breast,—
In my breast,
O'er the desolate bower in my breast.

ROSES.

A moderate liking for roses as good things in their place has been justly considered one of the results of home education which are least open to objection. It, is, however, by no means general among persons who have taken so prominent a part in public life as to have attracted the attention of history; and who share with the black-beetle a positive distaste for the rose. The famous Chevalier de Guise could not smell a rose without feeling uncomfortable; and Venieri, one of the Doges of Venice, suffered under the same disqualification for the pursuits of gardening. Anne, of Austria, wife of Louis XIII., could not even look at a rose in a painting without being seized with tantrums. Nevertheless, many people who are willing as a rule to take examples from the great have persisted in entertaining friendly sentiments towards this flower, and every time that the spring and early summer bring back the pretty vegetable they fall to telling one another all they know about it. In the East there is still a belief that the first rose was formed by a tear of the prophet Mahomet, but nations of more cool and disciplined imagination have sometimes admitted that its origin is lost in obscurity. Roses were used very early in history among the most potent ingredients of love philters. They seem to have been imported by the Romans from Egypt until the reign of Domitian. Antiochus slept upon a bed of rose-leaves. Mark Antony begged that Cleopatra would cover his tomb with these flowers, and "mea rosa" was a favourite term of endearment among Roman lovers, as who should say "mon chou" (my cabbage) nowadays in France. Homer has adorned the shield of Achilles and the helmet of Hector with roses. Among the Greeks it was a custom to leave bequests for the maintenance of sepulchral rose-gardens over the grave of the testator; and at Torcello, near Venice, an inscription may still be seen which shows that this fashion was adopted in Italy. In Stock's collection of engravings on stone there is a beautiful design cut in garnet. It represents a butterfly setting on a rose, and it is supposed to commemorate the death of a young girl. In Turkey, a stone rose is often sculptured above the graves of unmarried women. A charming bas-relief on the tomb of Mdme. De la Live, who died at the age of twenty, represents Time mowing a rose with his scythe. According to Indian mythology, Pagodasiri, one of the wives of Vishnu was found in a rose. Zoroaster is said to have made a rose-tree spring out of the earth and bud and blossom in the presence of Darius, who had called upon him to perform a miracle. In Babylon a preparation of shoe-leather was much esteemed when it had been impregnated with the scent of roses; and Abdulkari, an eminent Turk, who wanted to live there, being made aware of this fact, discovered an ingenious way to profit by it. In reply to a demand which he had made for the freedom of the city the Babylonians sent him a bowl brimful of water, to signify that there was no room among them for an intruder. Abdulkari placed a rose-leaf on the surface of the water without spilling a drop of it, and, having thus indicated that he might be received without making a mess, he obtained the object of his desire.

In one of the books attributed to Solomon eternal wisdom is compared to the plantations of rose-trees at Jericho. Princess Nourmahal, the most lovely lady in the harem of a Great Mogul, had a canal filled with rose-water and rowed about on it with her august consort. The heat of the sun disengaged the essential oil from the water, and their Majesties having observed the fact invented otto of roses. The Emperor Heliogabalus filled a fish-pond with rose-water; it is nowhere said whether the fishes approved of this proceeding. When the Soldan Saladin, who had so much trouble with hard-fisted English King Richard and his turbulent Christian friends, took Jerusalem in 1188 he would not enter the Temple, which he profanely called a mosque, till he had had its washed with rose-water, and Sanut assures us that 500 camels were no more than sufficient to carry the purifying liquid. Also, after the taking of Constantinople by Mahomet II. in 1455, the church of St. Sophia was solemnly purified with rose-water before it was converted into a mosque. The high priest of the Hebrews wore a crown of roses when he offered up certain sacrifices under the Mosaic dispensation; and it was perhaps in remembrance of this fact that the Synod of Nismes, which was held in the third century, enjoined every Jew to wear a rose on his breast as a distinguishing mark of inferiority. In many countries the Jews still celebrate the festival of Easter Flowers, during which they ornament their lamps, chandeliers, and beds with roses. Thus it happened that these flowers were hateful to the early Christians, and are often condemned in the writings of the Fathers, who professed that they could not understand that pious people could think with equanimity of roses when they remembered the crown of thorns; afterwards this hostile feeling seems to have died out. When Marie Antoinette passed through Nancy on her way to be married with Louis XVI., the ladies of Lorraine prepared her a bed strewed with roses. In the Middle Ages roses were held so precious in France that a Royal licence was necessary to grow them. Charlemagne recommended the cultivation of the rose in his "Capitulaire." The Persians of Shiraz stop their wine-bottles with roses, which give the wine a pleasing smell; and during the festival of Ablizan, which takes place during the equinox, Persian ladies throw roses at each other when they pay visits. At Rome it was the practice of the Church to bless the rose on a special day set apart, which was called Rose Sunday. The custom of blessing the golden rose seems to have begun in the eleventh or twelfth century. The benediction was pronounced with particular solemnity on the fourth Sunday in Lent, and the golden rose thus consecrated was given as a mark of the Sovereign Pontiff's favour to some prince or princess. Alexander III., who had been received with great honour during a journey which he made in France, sent the golden rose to Louis the Young as a sort of graceful compliment. Subsequently the giving of the golden rose became an authoritative act by which the Pope officially recognized the rights of Christian Sovereigns. Thus Urban V. gave the golden rose to Joan, Queen of Sicily, in 1368, thereby preferring her over the King of Cyprus. Henry VIII. of England received a golden rose, both from Julius II. and from Leo X. Towards the close of the last century the golden rose appears to have been given almost indiscriminately to any travelling prince who would pay a sum equivalent to about £400 in coin for it.

There are an infinite variety of stories about roses. When Milton was blind the Duke of Buckingham, who visited him, observed that his wife was a rose. The lady had a fine high temper, and so Milton answered that doubtless she was, for he could feel her thorns. Frederick the Great was walking in the gardens of Potsdam with Voltaire, and asked the amazing Frenchman for a rose. He picked one, and presented it to the King with the remark that it had grown beneath his Majesty's laurels. Luther had a rose graven on his seal. A rose-tree in the park of Roxburgh marks the place where James II. of Scotland died. At Santiago, in Chili, whenever a stranger is received in a house, each of the ladies of the family offers him a rose. To show the preference which Mdme. de Genlis entertained for old men above old women, she was fond of saying that oaks improved with time, but roses faded. It may be mentioned, in passing, that Mdme. de Genlis has the credit of having introduced the first moss roses ever seen in France.

Among the incredible number of names given to roses there is the Rose of Scotland (R. spinosissima): it is a very prickly flower. The Rose of York and Lancaster (Rosa damascena versicolor), a red *and* white rose, recalls the ending of the greatest English civil war. There is quite a nobility of roses, nearly all the heroes and heroines of history being identified with some flower of this type. It is as good a nobility as any other. There is even a *Brown* rose in Nepaul (R. Brownii), which will transmit that gentleman's name to posterity with the Lawrence rose. But the Brown rose will not survive a frost, says the perfect gardener. Among the Greeks, the Romans, and the Gauls parsley, ivy, myrtle, and roses were looked upon as valuable remedies for people who had drunk more wine than was good for them. In Capua roses were employed by the local medical men as tonics good for stomachs fatigued by over-eating. A decoction of roses was supposed to have excellent astringent properties. Hoffman recommends it in pleurisy. Paracelsus thinks that when mixed with honey it will lengthen life. A long list of authorities may be produced to show that rose-leaves discreetly used are a perfect cure for hydrophobia. A spirit made or flavoured with roses was the favourite cordial of Philip the Handsome, and was considered by Charlemagne as a specific against fainting from loss of blood in battle. A poultice of roses was long employed for flesh wounds, and roses preserved are still believed in many places to cure consumption and all diseases of the throat and lungs. The best preparation of them is said to be made from rosebuds and sugar in equal parts. —*Pall Mall Gazette.*

SLOW AND SURE.

The river Amazon, the longest river in the world, and which discharges into the sea the largest quantity of water, is, at the same time, the slowest. It falls but one foot in fifty miles, yet it would be just as difficult to stop its course, or to prevent its flowing into the ocean, as it would be to dam up the Niagara.

SELF-ESTEEM.

The general conviction that we are admirable does not easily give way before a single negative; rather when any of Vanity's large family, male or female, find their performance received coldly, they are apt to believe that a little more of it will win over the unaccountable dissident.—From George Eliot's New Story, *Daniel Deronda.*

THE SURVIVOR OF THE GIBBET.

In the memoir of Joseph Brasbridge, London, 1824, published by Simpkin and Marshall, is the following:—"A surgeon in Gough-square had purchased for dissection the body of a man who had been hung at Tyburn. The servant girl, wishing to take a look at the defunct, previously to his coming under the dissection knife, stole upstairs to the room where she expected to find him extended. To her surprise and horror, she beheld him sitting up on the board; and instantly facing about, she was down stairs again in a moment. The surgeon, hearing of the resuscitation of his subject, humanely concealed him in the house until he could get him conveyed to America; which he did shortly afterwards, providing him with a comfortable outfit at his own expense. The man evinced in his subsequent conduct a degree of industry and gratitude, which showed him well worthy of his industry, he amassed a handsome fortune; and his gratitude was exhibited by his leaving it all to his liberator and benefactor."

THE RELIGION OF THE KAFIRS.

The religion of the Kafirs, like that of all other varieties of "the noble savage," is nothing more than a vile superstition, accompanied by customs of a most debasing character. By this religion woman is degraded to the lowest level, and classed among beasts of burden and the goods and chattels of her masters. Polygamy, of course, is universally allowed, and under the system of purchase which prevails, the number of wives bears proportion to the wealth of the husband. Concubinage is permitted, and no idea of purity or virtue is permitted to exist. Witchcraft is the great leading feature of the Kafir religion, and "witch doctors" are its priests. In those places where British influence does not exists a system is regularly carried out, by means of which men with property are sacrificed to the rapacity of the chiefs. A witch doctor "smells out" some person who has caused, or is causing, sickness or some evil. Cruel tortures, followed by death, are immediatel applied to the unfortunate victim, and his wives and cattle taken from him. This is an everyday occurrence among the Kafirs, and urgent representations are very frequently made to British colonial authorities upon the subject. The Kafirs believe in a Supreme Being, but most of their rites are connected with the worship of their deceased ancestors, whose ghosts they endeavour to propitiate. A spiritualist of the nineteenth century holds a belief something similar, and no doubt could fraternise with these savages on the same "religious platform." Christianity has made no real impression upon them, although the great intelligence and aptitude for learning of the people has been proved at one or two well-conducted industrial institutions. To use the words of an officer of the Government who spent many years among them, "The Gospel has been preached to them for the last fifty years, and some attempts have been made towards civilising them; but the Kafirs, nationally considered, remain just as they ever were; no visible difference can be discerned. They are as perfectly heathen now as they were in the days of Vander Kemp (one of the first missionaries, 1798), and so they ever will continue so long as their political Government continues to exist in its present pagan form." This extract points to the fact which Sir George Grey throughly recognised, and of which the Governments of the colonies and the states of South Africa must be well aware, that unless the power of the witch-doctors be destroyed, neither can civilisation progress, security be attained, nor Christianity prosper. The great means of stirring up strife, fomenting war, and binding the people to their cruel and infamous religion, is the superstitious belief in the powers and influence of their priests, commonly known as witch-doctors. Physically, the Kafir races are particularly fine. Stalwart, well-formed, manly, and brave. They are also intelligent, and there are now in and on the borders of the colony a number of Christians among them.—*The Month.*

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—$2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of $10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co., *Agents.*

cf 1063 Hongkong, 7th July, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

cf 1192 Hongkong, 27th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

cf 717 Hongkong, 9th November, 1868.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

cf 39 Hongkong, 16th November, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE, to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.

NORTON & Co., *Agents.*

cf 8 Hongkong, January, 1876.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

cf Hongkong, 1st July, 1867.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON

1485 Hongkong, 27th September, 1875.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co. *Agents.*

cf 1800 Hongkong, 4th June, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co., *Agents.*

cf 1028 Hongkong, 1st July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

cf 1089 Hongkong, 9th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

cf 1958 Hongkong, 15th October, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

cf 951 Hongkong, 17th April, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 985

HONGKONG MARKETS.

As Reported by Chinese on the 26th June, 1876.

COTTON GOODS.

American Sheetings, 25 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	"	2.75 a 2.80
40 "	"	3.80 a 3.90
Cotton Yarn, No. 16 a 24	per 400 lbs.	88.00 a 105.00
" 28 a 32	"	108.00 a 117.00
" 36 a 42	"	118.00 a 130.00
" Bombay	"	82.00 a 87.50
Chintz	per piece	$1.90 a 1.95
Dyed Spotted Shirtings	"	3.75 a 4.10
" Brocades Do.	"	3.75 a 4.50
" Damask Do.	"	5.80 a 5.50
English Drills 32 yards	"	2.10 a 2.15
" 15 lbs.	"	2.80 a 2.90
" 15 lbs.	"	3.05 a 3.00
Grey Shirtings, 7 lbs.	"	1.75 a 1.80
" 8 lbs.	"	1.80 a 1.85
" 8½ lbs.	"	2.15 a 2.55
" 9 lbs.	"	3.15 a 3.22
" 10 lbs.	"	3.35 a 3.45
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	"	1.40 a 1.48
" 24 " & 36 in. 7 lbs.	"	1.60 a 1.72
" 24 " & 36 in. 8 lbs. XO	"	2.15 a 2.20
" 24 " & 36 in. 8 lbs. OL	"	2.25 a 2.28
" 24 " & 36 in. 8 lbs. XX	"	2.73 a 2.74
Handkerchiefs, Blue	per doz.	0.60 a 0.70
" Brown	"	0.65 a 0.66
" Red	"	0.77 a 0.80
" Light Red	"	0.77 a 0.78
Jeans, 30 yards	"	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
" Figured 24 "	"	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	"	2.15 a 2.23
" 3 lbs.	"	3.30 a 3.35
Velvets, Black, 20 in.	per yard	0.21 a 0.22
" Gentian, 22 "	"	0.18 a 0.19
Velveteens, Black	"	0.24 a 0.25
" Gentian	"	0.30 a 0.31
White Shirtings, 54 x 60 reed	per piece	1.95 a 2.10
56 x 60 "	"	2.30 a 2.45
68 x 80 "	"	2.75 a 3.40
600 "	"	3.25 a 3.60
7,000 "	"	3.40 a 3.45
AA	"	1.85 a 1.90
EF	"	6.10 a 6.20
MH	"	5.15 a 5.20
KI	"	6.10 a 6.20
White Spotted Shirtings	"	2.50 a 2.55
" Brocades	"	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$3.70 a 3.60
" 8 lbs.	"	3.00 a 3.05
" 9 lbs.	"	3.70 a 3.80
" 10 lbs.	"	4.35 a 4.40
" 12 lbs.	"	6.10 a 6.20
Camlets, 933	per piece	16.00 a 16.50
" 88	"	17.50 a 18.00
" 3	"	18.50 a 19.00
" BBB	"	19.00 a 19.50
" AAA	"	18.00 a 18.50
" Lilah	"	16.00 a 16.50
Cloths, Broad	per yard	2.12 a 4.00
" Medium	"	1.03 a 1.80
Long Ells, MM Scarlet	per piece	9.10 a 9.20
" " Assorted	"	8.35 a 9.00
" HH Scarlet	"	9.00 a 9.05
" " Assorted	"	8.70 a 8.80
" H. Scarlet	"	9.10 a 9.20
" " Assorted	"	8.85 a 8.90
Lustres, Figure	"	5.05 a 5.10
Lasting, DD	"	14.50 a 15.00
Orleans, Plain	"	5.00 a 5.30
Spanish Stripes	per yard	0.80 a 0.31

METALS.

Iron, Nail Rod	per picul	2.00 a 3.10
" Hoop	"	3.55 a 3.60
" Bar	"	2.90 a 2.95
" Wire	"	6.75 a 6.80
Lead	"	7.00 a 7.10
Pigs, W.B.	"	7.50 a 7.80
" Lead, LB	"	7.50 a 7.80
Quicksilver, English	"	74.00 a —
" American	"	74.50 a —
Steel, English	per tub	4.00 a 4.10
" Swedish	"	5.10 a 5.20
Sheathing Metal	per picul	24.00 a 28.00
Spelter	"	6.30 a 6.20
Tin, Malacca	per picul	21.00 a 21.50
" Plates	per box	6.40 a 6.60

PRODUCE.

Almonds	per picul	24.00 a 25.00
Alum, 1st quality	"	1.75 a 1.80
" 2nd "	"	1.55 a 1.60
Bark, Siam	"	0.83 a 1.10
" Camphor	"	14.00 a 15.10
Beche de Mer	"	50.00 a 65.00
Bees Wax, Japan, White	"	9.50 a 9.65
" " Yellow	"	44.00 a 51.00
" Hankow, White	"	67.00 a 67.50
Birds' Nests, 1st quality	per pol.	$2,200 a 4,000
" 2nd "	"	650 a 900
" 3rd "	"	100 a 250
Brimstone	"	3.25 a 3.50
Buffalo's Hide, Manila	"	13.00 a 15.50
Camphor, packed	"	14.75 a 15.00
" Barous, clean	"	4,800 a 5,000
" Refuse	"	2,800 a 3,200
Cardamoms, Superior	"	145.00 a 150.00
" Inferior	"	22.00 a 23.00
Cloves	"	48.50 a 50.00
Coals, Africa	per ton	—
" English, steam	"	10.00 a 11.00
" Sydney	"	9.00 a —
Coffee	per picul	22.20 a 24.50
Copper Sheathing, Japan	"	24.00 a —
" Rod	"	24.00 a —
" Nails	"	23.50 a 23.80
Cotton, Shanghai	"	16.00 a 18.50
" Bombay	"	13.00 a 15.50
" Shantung	"	17.50 a 18.00
" Ningpo	"	16.50 a 17.00
" Tientsin	"	16.50 a 17.00
" Tangchow	"	16.50 a 17.00
" Calcutta	"	14.50 a 17.00
Cotton Seeds, Saigon	"	5.00 a 5.05
" Siam	"	4.70 a 4.80
Cow's Hide	"	8.50 a 9.75
Cuttlefish, Japan	"	33.50 a 35.50
" " without bones	"	13.00 a 14.50
" Chaubow	"	$35.00 a 24.00
Cutch	"	5.80 a 6.10
Dates, Black	"	4.40 a 4.70
" Red	"	4.05 a 4.20
Dried Lily Flowers	"	0.30 a 7.20
Elephant's Teeth, 4 x 6 pieces	"	250 a 300
" 7 x 6 "	"	200 a 220
Flour, California, per sack of 50 lbs.	"	1.25 a 1.40
" American, per barrel of 196 lbs.	"	3.00 a 3.00
Fungus	"	3.40 a 3.50
Fungus	"	20.50 a 31.00
Fungus	"	0.50 a 0.65
Ginseng, American, 1st quality	"	220.00 a 300.00
" 2nd "	"	140.00 a 210.00
Gums, Ordinary	"	Tls. 11.00 a 13.50
" Superior	"	Tls. 21.50 a 23.00
Hemp, Hankow	"	10.50 a 13.00
" Siam	"	10.40 a 11.00
Isinglass, Japan	"	38.00 a 45.00
Melon Seeds, 1st quality	"	5.50 a 6.00
" 2nd "	"	5.20 a 5.50
Mushrooms	"	47.00 a 56.00
Mussels, Dry Siam large	"	10.50 a 12.00
" " middle	"	7.50 a 8.50
Mussels, Dry Siam small	per picul	$5.50 a 5.85
Peas, White	"	2.25 a 2.50
" Green	"	2.50 a 2.65
" Black	"	1.75 a 1.80
" Yellow	"	2.10 a 2.15
" Green Beans	"	2.20 a 2.25
Pearl Barley	"	6.50 a 7.80
Potato Flour	"	Tls. 1.35 a 1.40
Putchuck	"	13.00 a 14.70
Rhinoceros Horn	"	2,600 a 3,000
" Mother	"	2,000 a 2,400
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, White	"	1.70 a 1.72
" hull cleaned	"	1.72 a 1.74
" Manila	"	2.35 a 2.40
" Sinkepore	"	1.88 a 1.91
" Saigon	"	1.60 a 1.74
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	5.15 a 5.70
Seaweed, Green	"	3.00 a 3.15
" Cut	"	3.80 a 3.90
Sesamum, White	"	4.50 a 4.80
" Black	"	2.95 a 3.25
Sharkfin	"	35.00 a 80.00
Shellfish, Japan	"	25.00 a 33.00
" California	"	14.00 a 14.50
Stone fish	"	5.00 a 5.50
Straits Produce, &c.,—		
Rattans, Straits	per picul	4.85 a 5.00
" Banjar	"	4.25 a 4.50
Pepper, White	"	13.00 a 14.50
" Black	"	8.30 a 8.50
Betel Nut	"	3.85 a 3.75
Sandal Wood, Malabar	"	3.60 a 4.10
" South Seas	"	13.50 a 16.00
Sapan Wood, Manila	"	1.60 a 2.00
" Siam	"	2.25 a 2.50
Sugar, Canton White, 1 & 2	"	8.15 a 8.50
" " Dark Brown	"	4.70 a 5.00
" West Const, Dark Brown	"	— —
" Manila, Dry White	"	8.45 a 8.80
" Candy	"	8.45 a 9.50
" Foochow	"	8.00 a 9.30
Vermicelli, Tientsin	"	8.10 a 8.70
Walnuts	"	4.50 a 4.90
Wheat, Tientsin	"	1.65 a 1.70
" California	"	2.00 a 2.05
Wood Oil	"	Tls. 6.0.0 a 8.7.0.0
Pea "	"	5.0.5.0 a 5.1.0.0
Tea	"	$9.25 a 9.55
Window Glass	per box	3.00 a 3.40

SHIPPING IN THE CHINA WATERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination
HONGKONG.						
STEAMERS.						
Adria	June 10	W. B. Breeze	Brit. str	781	Gibb, Livingston & Co	
Belgic	June 16	J. Metcalfe	Brit. str	2652	O. & O. S. S. Co	Yokohama
Benledi	June 3	Buchanan	Brit. str	999	Jardine, Matheson & Co	Singapore
Calabar	June 12	Hutchison	Brit. str	1263	Landstein & Co	
Cheopa	May 19	Dryden	Brit. str	946	Chinese	Singapore
Crocus	June 10	G. H. Joy	Brit. str	1298	Wm. Pustau & Co	
Dona	June 4	Thomson	Brit. str	859	Gilman & Co	
Fame	—	Vicary	Brit. str	116	H. K. & W. Dk. Co	Tug Flying
Glamis Castle	May 13	Dickie	Brit. str	1533	Adamson, Bell & Co	Shanghai
Ichang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Java	June 9	Gellards	Dut. str	886	Ed. Schellhass & Co	Saigon
Killarney	June 25	H. O'Neill	Brit. str	1060	Captain	
Kinahan	—	Lefavour	Brit. str	1050	H.O. & M. Steamboat Co	Repairs
Kiu-Kiang ‡	—	T. Banning	Brit. str	1061	H.O. & M. Steamboat Co	
L. of the Isles	June 24	Wm. Cowie	Brit. str	1846	Russell & Co	
Madagascar	June 23	J. Timm	Ger. str	884	Siemssen & Co	
Mikado	May 26	F. Moore	Brit. str	3030	Gilman & Co	
Namoa	June 23	G. Westoby	Brit. str	862	D. Lapraik & Co	East Coast
Orissa	June 15	Reeves	Brit. str	1119	P. & O. S. N. Co	Bombay, &c.
Pardo	June 4	R. T. Power	Brit. str	731	Melchers & Co	Saigon
Pasig	May 17	R. Lopez	Span. str	400	Remedios & Co	
Pernambuco	June 10	Wm. Hyde	Brit. str	643	Melchers & Co	Saigon
Powan §	—	A. Benning	Brit. str	1890	H.O. & M. Steamboat Co	
S. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	134	Kwok Acheong	
Spart	—		Brit. str	140	H.O. & M. Steamboat Co	Repairing
Tanais	June 19	Reynier	Fren. str	1726	Messageries Maritimes	Yokohama
Thales	June 3	Chas. Coles	Brit. str	820	D. Lapraik & Co	
Thingvalla	June 15	A. Mourier	Dan. str	1577	Wm. Pustau & Co	
White Cloud ‡	—	Moreton	Brit. str	652	H. O. & M. Steamboat Co	
Yot-sai §	—	D. Browne	Brit. str	180	Kwok Acheong	
Yottung	June 9		Brit. str	233	Kwok Acheong	Laid up
Zamboanga	June 26	Arcebavala	Span. str	651	Remedios & Co	
‡ *Running between Hongkong and Canton.*						
§ *Running between Macao and Hongkong.*						
SAILING VESSELS.						
Alex. McNeil	June 19	Potter	Amr. sh	1122	Messageries Maritimes	
Alphington	June 19	Cunningham	Brit. bk	328	Wieler & Co	Haiphong
Alva	June 21	Ed. A. Souza	Port. sh	330	Brandao & Co	
Anna Bella	June 14	Wm. Stephen	Brit. bk	334	Borneo Co	
Anna Dora'ben	June 3	Schutt	Ger. bk	330	Wm. Pustau & Co	
A. Hanawedell	June 16	Schroder	Ger. sch	362	Ed. Schellhass & Co	
Annie Fish	April 23	Hoffass	Amr. sh	1496	Russell & Co	S. Francisco
Bonito	June 21	Wesenberg	Ger. bk	524	Siemssen & Co	
Brema	June 26	K. Timpe	Ger. bk	380	Wieler & Co	
Caldew	June 5	Petersen	Brit. bk	482	Arnhold, Karberg & Co	London
Carl	June 18	Thomson	Ger. bg	215	Arnhold, Karberg & Co	
Cather. Marder	June 19	Wm. Marden	Brit. sch	287	Wm. Pustau & Co	
Celestial Queen	June 6	Wm. Watt	Brit. sh	843	Borneo Co	
Charlie Palmer	June 22	Mackintosh	Brit. bk	567	Sing Yuen	
Chong Soon	April 20	Cheng Sang	Siam. sch	200	Chinese	
Christina A. P.	Jan. 8	F. Capra	Nica. sch	175	Order	
Christian	June 7	Stehr	Ger. sch	281	Ed. Schellhass & Co	
Cingalee	June 18	D. Anton	Brit. bk	339	Order	
Comet	April 23	W. E. Bray	Amr. sh	1000	Russell & Co	S. Francisco
Commissary	April 23	Hunter	Brit. sh	887	Vogel, Hagedorn & Co	London
Corinne	June 16	Gorman	Brit. bk	395	Wieler & Co	
Cotherstone	June 19	Laurenson	Brit. bk	373	Arnhold, Karberg & Co	
Dora	May 13	Lazarraga	Span. bk	322	H. Kiser	
E. M. Young	June 24	McMicken	Brit. bk	340	Gilman & Co	
Fabius	June 26	Stolze	Siam. sh	635	Kien Tye Loong	
Fasan	May 28	Sandberg	Nor. bk	290	Vogel, Hagedorn & Co	Foochow
Fetisch	June 4	J. Greiff	Ger. bk	441	Ed. Schellhass & Co	
Formosa	June 15	C. Schwur	Ger. sch	282	Melchers & Co	Tientsin
Georgina	June 24	J. Romney	Brit. bk	315	Tye-lee Hong	
Gesiena	June 19	Mulder	Dut. sch	480	Ed. Schellhass & Co	
Hongkong	June 4	Freudenberg	Siam. bk	636	Mow Wah	
Humboldt	June 2	Stoll	Ger. bk	320	Ed. Schellhass & Co	
Hylton Castle	June 17	Scott	Brit. bk	547	Order	
Joaq. y Anna	May 27	W. Man	Amr. sch	40	P. C. Holcomb	
Johann Carl	June 19	E. Gutamuth	Ger. sch	487	Wm. Pustau & Co	
Kaisow	June 19	Gadd	Brit. sh	705	Melchers & Co	
Kate Tatham	May 13	Mackersey	Brit. sch	274	Carlowitz & Co	
Kermalo	June 7	Rouille	Fren. bk	267	Carlowitz & Co	
Krung Thep	June 25	Dubrasen	Siam. bk	488	Siemssen & Co	
L. of the Isles	June 25	J. Watt	Brit. sch	317	Vogel, Hagedorn & Co	
Manila Il.	June 17	Gunner